



**Remarks.**—The above action has been rendered necessary owing to the constant changes in the channels notified in the cautionary note on the chart, and the consequent continual alterations in the positions of the buoys which are moved as necessary to meet these changes.

*Charts affected.—No. 1670a, Moreton bay.*

.. 1029, Danger point to Cape Moreton.

1068, Moreton bay to Sandy cape.

*Publication.*—Australia Pilot, Vol. III, 1916, pages 103, 104, 105;  
Supplement No. 3, 1921.

*Authority.*—Hydrographic Department and Brisbane Notice No. 15  
of 1921. (H. 7259 & 7327-21.)

## EASTERN ARCHIPELAGO—TANIMBAR ISLANDS.

*Egeron Strait—Amendment to Chart.*

No. 93 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 86 of 1922), are republished:—

*Position*.—Saumlakki flagstaff, lat.  $8^{\circ} 00'$  S., long.  $131^{\circ} 18'$  E. (approx.).

**Details.**—The accompanying reproduction of the plan of Egeron strait on chart No. 2465 shows the necessary corrections to that plan with regard to depths, coastline and shore reefs.

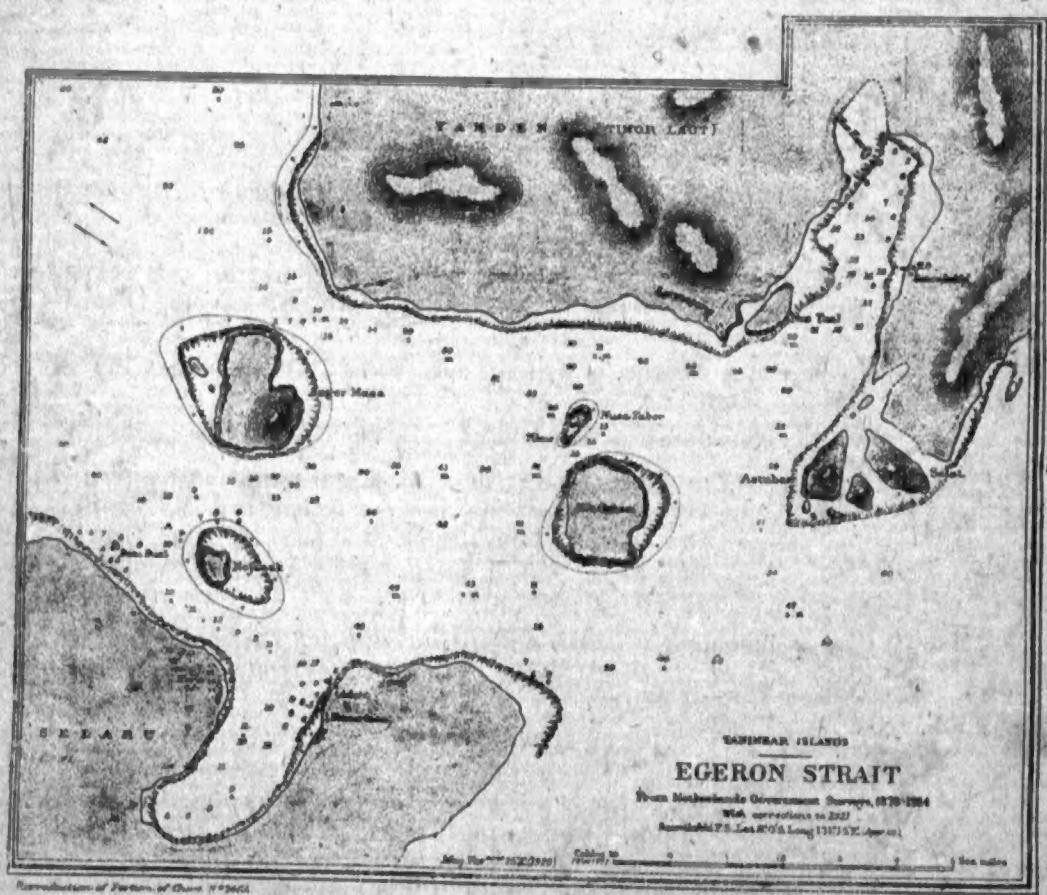
**Remarks.**—These corrections will be included in a new edition of chart No. 942b, which will shortly be published.

**Chart affected.**—No. 2465, Plan of Egeron strait.

**Publications.**—Eastern Archipelago Pilot, Part III, 1911, pages 234, 235; Supplement No. 6, 1921.

Eastern Archipelago Pilot. Part III. 1921 (in press).

Authority.—Netherlands Government Chart (H 7874-21).



SOUTH INDIAN OCEAN.

*Mauritius W-T Station—Operations resumed.*

No. 94 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 97 of 1922), are republished:—

*Former Notice.*—No. 1597 of 1921. (*This office No. 410 of 1921.*)

*Position.*—Lat.  $20^{\circ} 10' S.$ , long.  $57^{\circ} 35' E.$  (*approx.*).

*Remarks.*—Mauritius W-T station has resumed operations and the note "(W-T)" is to be re-inserted on the charts.

*Charts affected.*—No. 748a, Indian ocean—southern portion.

“ 3779 Telegraph chart of The World—sheet II.

*Authority.*—The Lords Commissioners of the Admiralty. (*H. 23-22.*)

SOUTH AUSTRALIA—SPENCER GULF.

*Port Lincoln—Quarantine Anchorage to be inserted on Chart; Removal of beacon.*

No. 95 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 111 of 1922), are republished:—

1. Quarantine anchorage.

*Position.*—Fanny point, lat.  $34^{\circ} 44' S.$ , long.  $135^{\circ} 56' E.$  (*approx.*).

*Details.*—The limits of the quarantine anchorage given in the Supplement to the Sailing Directions quoted below are to be inserted on the chart. The limits are as undermentioned:—

(a) *On the South.*—By a line drawn from the extremity of Fanny point in a  $292^{\circ}$  direction towards Winter's hill summit for a distance of 2.02 miles.

(b) *On the East.*—By a line drawn from the extremity of Fanny point in a  $330^{\circ}$  direction for a distance of 2 miles.

(c) *On the West.*—By a line drawn from the western extremity of limit (a) in a  $025^{\circ}$  direction towards Maria point for a distance of 1.10 miles.

(d) *On the North.*—By a line joining the northern extremities of limits (b) and (c). This line when produced passes through Boston island 319 ft. summit and Winter's hill summit.

*Note.*—This area is to be indicated in pecked lines on the chart and marked "Quarantine Anchorage."

2. Removal of beacon:

*Details.*—The beacon shown on Fanny point is to be expunged from the chart.

*Chart affected.*—No. 784 Port Lincoln.

*Publication.*—Australia Pilot, Vol. I, 1918, page 163; Supplement No. 3, 1921.

*Authority.*—Hydrographic Department. (*H. 4028-21.*)







*The 17th February 1922.*

**JAPAN—GULF OF OSAKA.**

*Osaka Ko Approach—Wrecks to be expunged from Charts.*

No. 86 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 51 of 1922), are republished:—

*Former Notice.*—No. 785 of 1917. (*This Office No. 253 of 1917.*)

*Position.*—At a distance of about  $1\frac{1}{2}$  miles westward from the entrance to Osaka ko.

Lat.  $34^{\circ} 38' N.$ , long.  $135^{\circ} 22' E.$  (*approx.*).

*Description.*—Wreck (1917).

*Remarks.*—This wreck is to be expunged from the charts.

*Charts affected.*—No. 16, Kobe and Osaka.

” 3566, Izumi nada and Harima nada.

” 2875, Naikai (Seto uchi) or Inland sea.

*Authority.*—Japanese Government Chart. (*H. 7756-21.*)

**NEW ZEALAND—NORTH ISLAND.**

*Tauranga Harbour—Buoys established to mark Dredged Channel.*

No. 87 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 56 of 1922), are republished:—

(a) *Position.*—On the eastern side of the channel, at a distance of 3·23 cables,  $95^{\circ}$ , from charted position of Sulphur point spit light-beacon.

Sulphur point spit light-beacon, lat.  $37^{\circ} 39' S.$ , long.  $176^{\circ} 11' E$  (*approx.*).

*Description.*—A black buoy numbered “1.”

*Remarks.*—No. 1 black buoy, formerly situated about three-quarters of a cable eastward from Sulphur point spit light-beacon, has been withdrawn.

(b) *Position.*—On the eastern side of the channel, at a distance of 2·84 cables,  $125^{\circ}$ , from the same light-beacon.

*Description.*—A black buoy numbered “2.”

(c) *Position.*—On the western side of the channel, at a distance of 2·50 cables,  $129^{\circ}$ , from the same light-beacon.

*Description.*—A red buoy.

*Remarks.*—The black buoy, formerly situated about one cable westward from position (c), has been withdrawn.

(d) *Position.*—On the eastern side of the channel, at a distance of 4·20 cables,  $041^{\circ}$ , from Mission point  $\Delta$ .

*Description.*—A black buoy numbered “3.”

*Remarks.*—The black buoy, formerly situated about  $1\frac{1}{2}$  cables southward from position (d), has been withdrawn.

(e) *Position.*—On the eastern side of the channel, at a distance of 1·64 cables,  $093^{\circ}$ , from Mission point  $\Delta$ .

*Description.*—A black buoy numbered “4.”

*Note.*—The foregoing buoys, which have been established, mark a new dredged channel to Tauranga. The note “*Dredged to 12 feet (1921)*” is to be inserted on the chart between the new buoys mentioned in (b) and (c) above.

*Chart affected.*—No. 2521, Tauranga harbour.

*Publication.*—New Zealand Pilot, 1919, pages 239, 240.

*Authority.*—Wellington Notice No. 60 of 1921. (*H. 7571-21.*)

**AUSTRALIA—TORRES STRAIT APPROACH.**

*Merkara Shoal—Light-Vessel south-westward of, to be expunged from Charts.*

No. 88 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 64 of 1922), are republished:—

*Former Notices.*—No. 1270 of 1919; and No 1571 of 1919 (*This Office Nos. 184 and 243 of 1919*) (hereby cancelled).

**Position.**—At a distance of about 20 miles south-westward from Merkara shoal.

Lat  $10^{\circ} 40'$  S., long.  $140^{\circ} 55'$  E. (approx.).

**Remarks.**—Owing to the indefinite postponement of the establishment of the "Carpentaria" light-vessel it is now to be expunged from the charts.

**Charts affected.**—No. 447, Western approaches to Torres strait.

„ 2759a, Australia—northern portion.

„ 780, Pacific ocean—south-west sheet.

**Publications.**—List of Lights, Part VI., 1921, No. 2753.

List of Lights, Part VI., 1922 (in press).

Australia Pilot, Vol. III., 1916, page 245; Supplement No. 3, 1921.

**Authority.**—Hydrographic Department. (H. 5429-21.)

#### JAVA, NORTH COAST.

*Cheribon Road—Lights established to mark Wreck.*

**No. 89 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 66 of 1922), are republished:—

**Former Notice.**—No. 2140 of 1921. (This Office No. 41 of 1922.)

**Position.**—At a distance of approximately 1'80 miles,  $054^{\circ}$ , from the group flashing white light at the inner end of the eastern mole.

Lat.  $6^{\circ} 42'$  S., long.  $108^{\circ} 36'$  E. (approx.).

**Remarks.**—The wreck of the coal barge notified in the former Notice has been marked by lights, particulars of which are not given.

**Charts affected.**—No. 932, Plan of Cheribon road.

„ 1653, Island of Java—western portion.

**Authority.**—Hague Notice No. 2574 of 1921. (H. 7848-21.)

#### EASTERN ARCHIPELAGO—JAVA SEA.

*Willem Island Reef—To be expunged from Chart No. 1696.*

**No. 90 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 67 of 1922), are republished:—

**Former Notice.**—No. 1408 of 1921. (This Office No. 364 of 1921.)

**Position.**—Lat.  $6^{\circ} 34'$  S., long.  $116^{\circ} 42'$  E. (approx.).

**Details.**—Willem island reef is to be expunged from chart No. 1696, which was not included in the list of charts affected by the former Notice quoted above.

**Chart affected.**—No. 1696, Lombok to Flores.

**Authority.**—Hydrographic Department. (H. 1612-21.)

#### INDIA, WEST COAST—BOMBAY HARBOUR.

*Bombay harbour—Non-existence of wreck.*

**No. 91 (second publication).**—

**Former Notice.**—No. 81 of 1922.

**Subject.**—The wreck of the bugalow reported in the above notice has been blown up and is no longer a danger to navigation.

**Authority.**—Director of the Royal Indian Marine, Bombay, Notice dated 13th February 1922.

*The 10th February 1922.*

#### BRITISH POSSESSIONS.

*Caution when approaching British Ports.*

**No. 71 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1922), are republished:—

#### PART I.

##### Closing of Ports.

**Former Notice.**—No. 1 of 1921. (This office No. 59 of 1921); hereby cancelled.





## AIRCRAFT.

*Information with regard to Distress Signals by Day and Night.*

No. 72 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 7 of 1922), are republished:—

Former Notice.—No. 11 of 1921. (This office No. 61 of 1921.)

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her, either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N.C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights, fired at short intervals.
- VI. A white flare from which at intervals of about 3 seconds a white light is ejected into the air.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This Notice is a revision of the former Notice quoted above.

Authority.—Air Ministry. (H. 7018-21.)

## MALACCA STRAIT—PORT SWETTENHAM APPROACH.

*Tanjong Sau Light—Alteration in Characteristics.*

No. 73 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1922), are republished:—

Position.—Lat.  $3^{\circ} 00'$  N., long.  $101^{\circ} 20'$  E. (approx.).

New abridged description.—Lt. Occ. ev. 30 sec., vis. 14 m.

Details.—The two fixed white (vertical) lights have been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every thirty seconds, thus:

<u>Light,</u>	<u>eclipse.</u>
<u>20 sec.</u>	<u>10 sec.</u>

Visibility.—14 miles.

Remarks.—The other characteristics of the light are not stated.

Charts affected.—No. 2153, Port Swettenham.

„ 3453, Klang strait and approaches.

„ 794, Pulo Berhala to Cape Rachado.

Publications.—List of Lights, Part VI, 1921, No. 755.

China Sea Pilot, Vol. I, 1916, page 210.

Authority.—Harbour Master, Selangor, Port Swettenham. (H. 7542-21.)

SUMATRA—WEST COAST.

(1) *Ayer Bangies to Padang—Amendments to the Charts.*

(2) *Batu and Mentawi islands—General amendments to the Charts.*

No. 74 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 10 of 1922), are republished:—

**(1) Ayer Bangies to Padang.**

*Position.*—Ayer Bangies, lat.  $0^{\circ} 11'$  N., long.  $99^{\circ} 24'$  E. (approx.).  
Padang, lat.  $0^{\circ} 58'$  S., long.  $100^{\circ} 21'$  E. (approx.).

*Details.*—Amendments to the charts with regard to shoals and depths between the two places mentioned above are shown on the accompanying reproduction of a portion of chart No. 2760; certain minor amendments to the topography are also shown on this reproduction.

**(2) Batu and Mentawi Islands.**

*Position.*—Katorei bay, Seaflower channel, lat.  $1^{\circ} 45'$  S., long.  $99^{\circ} 15'$  E. (approx.).

*Details.*—Extensive amendments to the charts with regard to Batu and Mentawi islands and the depths and shoals in vicinity, embodying the latest information received, are shown on the accompanying reproductions of portions of charts Nos. 2760, 2761 and 748b.

*Charts affected.*—No. 2760, Aceh head to Chingkuk bay.

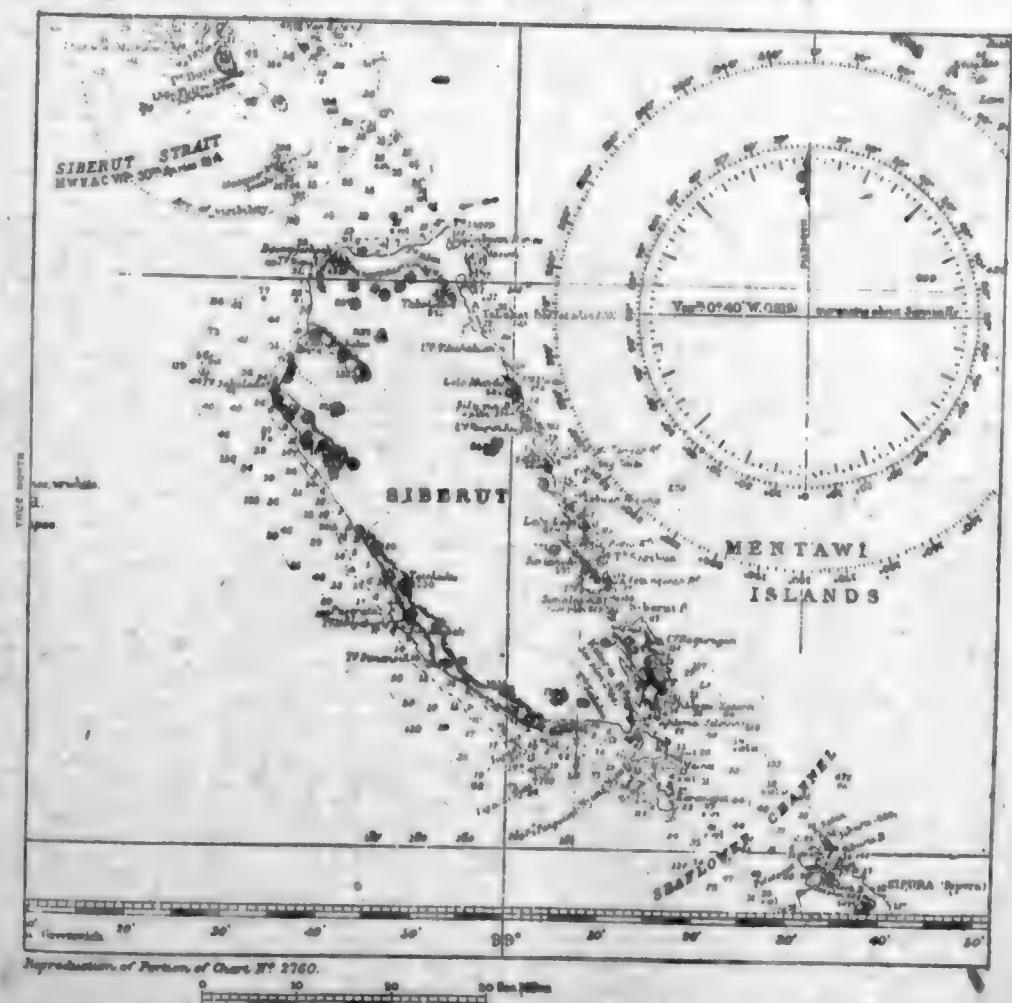
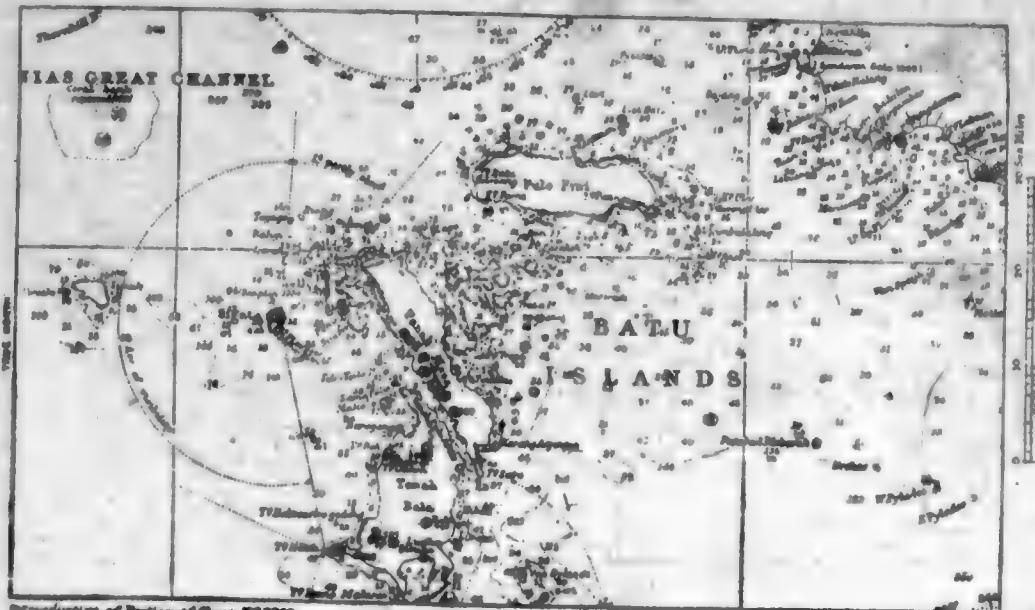
„ 2761, Chingkuk bay to the Strait of Sunda.

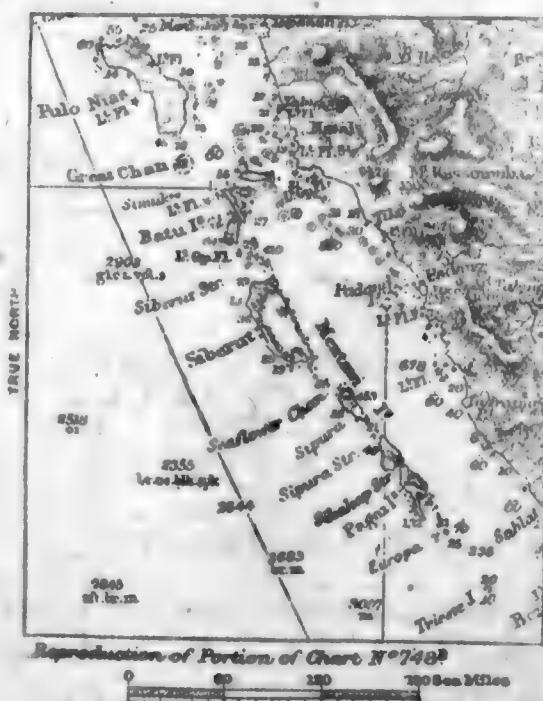
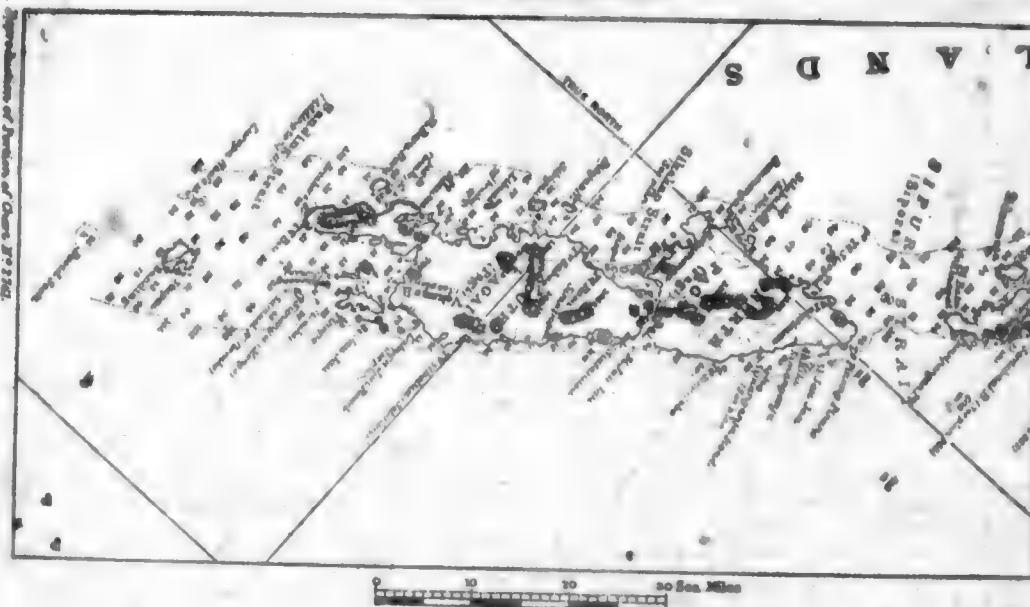
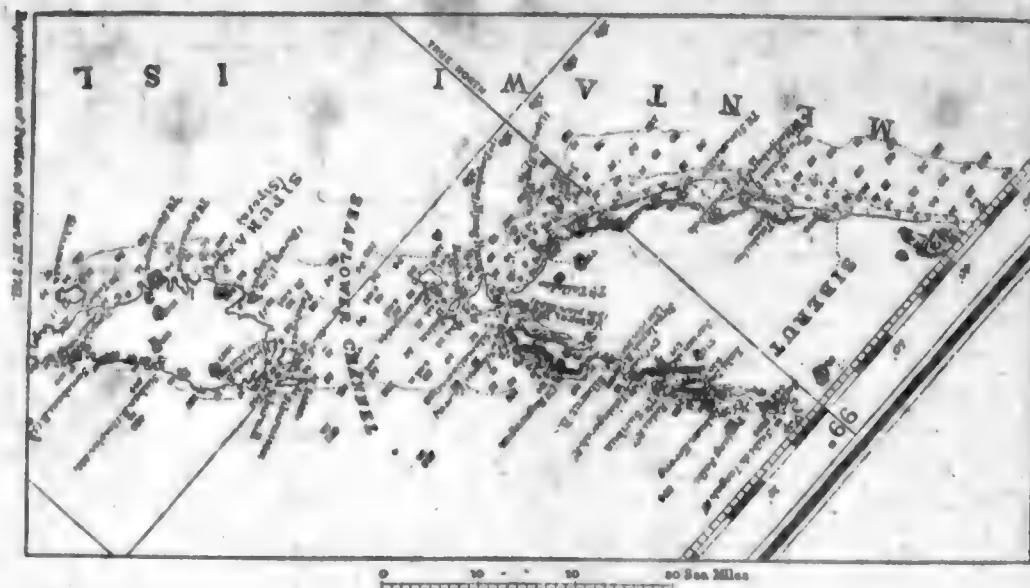
„ 748b, Indian ocean—northern portion.

*Publication.*—China Sea Pilot, Vol. I, 1916, pages 364 to 379 and 436 to 466.

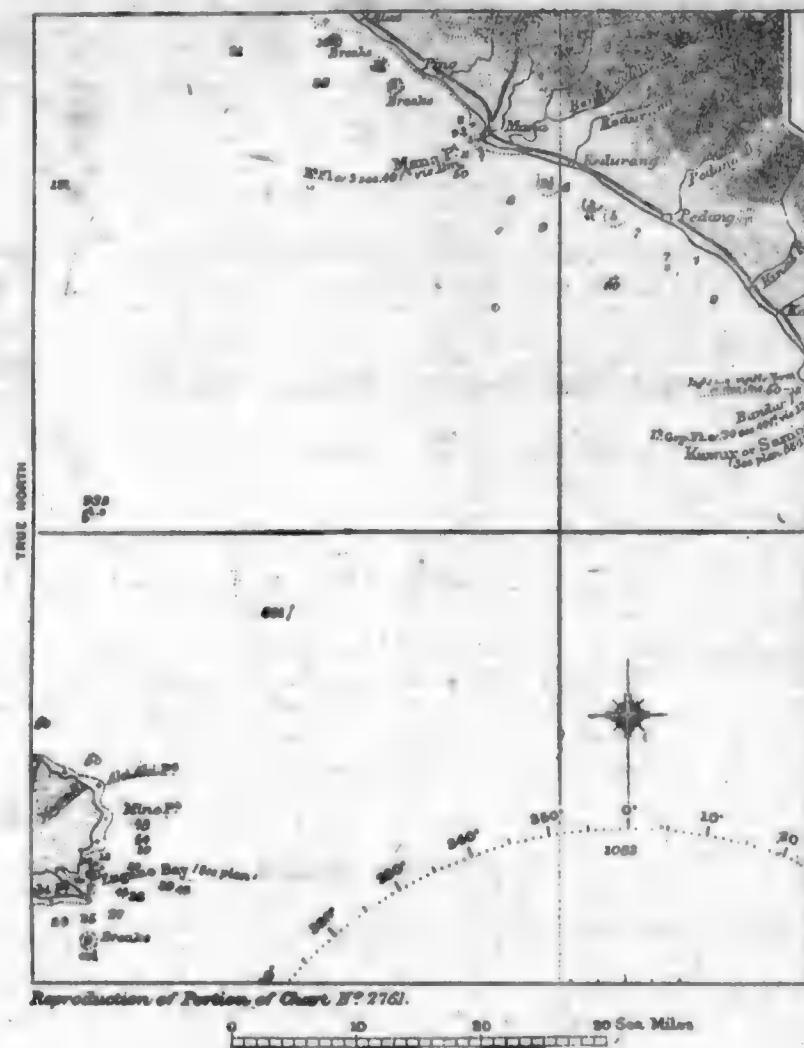
*Authority.*—Netherlands Government Charts. (H. 4123-21.)











### PORtUGUESE EAST AFRICA.

#### River Pungue Approach—Amended Position of Beacon; Further Details.

No. 76 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 12 of 1922), are re-published:—

*Former Notice.*—No. 423 of 1921. (*This office No. 219 of 1921.*)

*Position.*—At a distance of 4·23 miles, 055°, from Macuti lighthouse.  
Lat. 19° 48' S., long. 34° 58' E. (approx.).

*Description.*—A wooden truncated pyramid surmounted by a staff and double cone, 72 feet (21<sup>m</sup>9) in height. The lower portion of the upper platform and the double cone are painted in black and white vertical stripes, the remainder is painted red.

*Remarks.*—This beacon was formerly described as being 90 feet (27<sup>m</sup>4) in height and situated about 2 miles north-eastward of the above position, near the River Macuti entrance.

*Note.*—The position on the chart is to be amended accordingly, and the beacon is to be marked “(Conspic. 72 ft. high).”

*Chart affected.*—No. 648, Delagoa bay to River Zambezi.

*Publication.*—Africa Pilot, Part III, 1915, page 229; Supplement No. 5, 1921.

*Authority.*—Lisbon Notice No. 37 of 1921. (H. 919-21.)

## CHINA SEA—SINGAPORE MAIN STRAIT.

*Pulo Belakang Padang—Light established.*

No. 77 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 15 of 1922), are republished:—

**Position.**—Near the northern extremity of the shore reef surrounding Pulo Belakang Padang.

Lat.  $1^{\circ} 10' 03''$  N.; long.  $103^{\circ} 52' 57''$  E. (*approx.*).

**Abridged description.**—Lt. Fl. *Gu. ev. 3 sec.*

**Character.**—*Flashing green every three seconds, thus:*

<u>Flash.</u>	<u>eclipse.</u>
<u>1 sec.</u>	<u>2 sec.</u>

**Remarks**—The other characteristics are not stated.

**Charts affected.**—No. 1994, Western approaches to Singapore.

“ 2403, Singapore strait.

“ 795, Cape Rachado to Singapore.

**Publications.**—List of Lights, Part VI, 1921, No. 790a.

China Sea Pilot, Vol. I, 1916, page 245.

**Authority.**—Hague Notice No. 2441 of 1921. (H. 7611-21.)

## NEW ZEALAND—NORTH ISLAND.

*Auckland Harbour—Wharf under construction.*

No. 78 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 16 of 1922), are republished:—

**Position.**—Hobson wharf, lat.  $36^{\circ} 50'$  S., long.  $174^{\circ} 46'$  E. (*approx.*).

**Details.**—A new wharf, which will extend northward from Hobson wharf, is now under construction.

**Note.**—The note “*Works in progress (1921)*” is to be placed on the chart.

**Chart affected.**—No. 1970, Auckland harbour and approaches, with plan.

**Publication.**—New Zealand Pilot, 1919, page 191.

**Authority.**—Wellington Notice No. 59 of 1921. (H. 7570-21.)

## SUMATRA—WEST COAST.

*Pulo Pisang Kru Light—Amended Arc of Visibility.*

No. 79 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 17 of 1922), are republished:—

**Position.**—Lat.  $5^{\circ} 07'$  S., long.  $103^{\circ} 50'$  E. (*approx.*).

**Details.**—The arc of visibility of this flashing white light is from  $270^{\circ}$ , through north, to  $101^{\circ}$ , and not as shown on the chart.

**Note.**—The western limit of the arc of visibility is to be inserted on chart No. 2761 with the note “*Light not visible North of this line.*”

**Charts affected.**—No. 866, Plan of Pulo Pisang harbour and Kru road.

“ 2761, Chingkuk bay to the Strait of Sunda.

**Publication.**—List of Lights, Part VI, 1921, No. 845.

**Authority.**—Hague Notice No. 2439 of 1921. (H. 7610-21.)

## PERSIAN GULF—EASTERN SHORE.

*Bashi—Information with regard to Depth.*

No. 80 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 19 of 1922), are republished:—

*Position.*—At a distance of about 2 miles south-westward of Bashi village.

*Lat.*  $28^{\circ} 38' 30''$  N., *long.*  $51^{\circ} 02' 15''$  E.

*Details.*—A depth of  $2\frac{1}{2}$  fathoms (5 m) exists in the vicinity of the above position.

*Chart affected.*—No. 2837b, Persian gulf—western sheet.

*Publication*—Persian Gulf Pilot, 1915, page 256.

*Authority.*—H.M.S. *Crocus*. (H. 7003-21.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Caution.—Report of a derelict bugalow.*

No. 81 (third publication).—

*Subject.*—The Port Officer, Bombay, reports a sunken wreck of a large bugalow with a mast visible about 3 feet above high water.

*Position.*—Due south of Prongs lighthouse, 3 miles distant (approx.) in the Fairway.

*Remarks.*—She will probably drift out to seaward with present tide.

*Caution.*—Mariners are warned accordingly.

*Authority.*—Director of the Royal Indian Marine, Bombay, Notices dated 31st January and 4th February 1922.

## BAY OF BENGAL.

*Caution.—Report of a floating wreckage.*

No. 82 (third publication).—

*Subject.*—The Master of the SS. "Trautenfels" reports having passed the floating wreckage of a small craft in the following position:—

*Position.*—Lat.  $18^{\circ} 47'$  N., long.  $90^{\circ} 28'$  E.

*Caution.*—Mariners are hereby warned.

*Charts temporarily affected.*—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

*Authority.*—Arrival Report of the SS. "Trautenfels" dated 8th February 1922.

## AFRICA, EAST COAST.—TANGA BAY.

*Kwawa Reef-Buoy Southward of replaced by red conical buoy.*

No. 83 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1922), are republished:—

*Position.*—Lat.  $5^{\circ} 02' 30''$  S., long.  $39^{\circ} 08'$  E. (approximate).

*Details.*—The red drum buoy, surmounted by square top mark, marking the Southern extremity of Kwawa Reef, Southward of Ras Chongoliani, has been replaced by a red conical buoy, with cage.

*Charts affected.*—No. 663, Mansa and Tanga Bays.

„ 1390, Chale Point to Pangani.

„ 664, Zanzibar to Malindi.

*Publication.*—East Coast of Africa Pilot, 1915, page 451, Supplement No. 4, 1920.

*Authority.*—The Commander in Chief, East Indies, dated the 1st January 1922.

#### CHINA—NORTH COAST.

*Northern entrance to Chefoo inner harbour—Position of Mole End light-beacon.*

No. 84 (third publication).—The Coast Inspector, Shanghai, has given notice (No. 744 of 1922) that the Mole End Light, Northern Entrance to Chefoo Inner Harbour, is now exhibited from a red iron trestle structure situated on the Mole, 160 feet from its eastern end. From the Light-beacon, Tower Hill Lighthouse bears S.  $6^{\circ} 20'$  E., distant 5 cables. The characteristics of the light remain unchanged.

#### INDIA, BAY OF BENGAL.

##### HUGHLI RIVER APPROACH, SANDHEADS.

*Eastern Channel light-vessel—Exhibition of blue-light flare.*

No. 85-I (third publication).—

*Subject.*—The “blue-light flare” exhibited from the light-vessel at the Eastern Channel Station, Sandheads, will in future be exhibited between the dates 15th March and 31st October only.

The “blue-light flare” will be discontinued between the dates 1st November and 14th March, both days inclusive, commencing 1st November 1922.

*Position.*—Lat.  $20^{\circ} 53'$  N., long.  $88^{\circ} 12'$  E.

*Charts affected.*—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 814, The Sandheads—False Point to Matla river.

*Publications.*—List of Lights, Part VI, 1921, No. 606 (Remarks).

Bay of Bengal Pilot, 1910, page 290.

*Authority.*—Deputy Conservator, Port of Calcutta, letter No. 986, dated 8th February 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,  
Dy. Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, MARCH 29, 1922.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,  
*Dy. Port Officer of Calcutta.*

H. E. SPRY,  
*Secretary to the Government of Bengal,  
Marine Department (offg.).*

CALCUTTA, the 18th March 1922.

#### INDIA, WEST COAST—BOMBAY HARBOUR, PANWEL CREEK.

##### *Belapur-Buoy established.*

No. 116 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1922), are republished:—

*Position.—Lat. 19° 00' N. long. 73° 24' E. (Approximate).*

*Details.—In addition to the four port hand channel buoys in the Belapur Creek a fifth port hand buoy has been placed in position to mark the reef near the Belapur bunder pier.*

*Chart affected.—No. 737, Arnala Island to Kundari Island.*

*Publication.—West Coast of India Pilot, 1919, page 241.*

*Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 23rd February 1922.*

#### AUSTRALIA—EAST COAST.

##### *Point Stephens Light—Intended alteration in Character (experimental).*

*No. 117 (first publication)—*

*Subject.—The Alternating Flashing white and red light on Point Stephens will be experimentally replaced by a Group Flashing White Light (U) on or about 1st July 1922.*

*Position.—200 yards from extreme south side of entrance.*

*Lat. 32° 45' S.; long 152° 12' E. on Chart No. 1070.*

*Details.*—The alternating flashing white and red light will be replaced by a light having the following characteristics :

*Character.*—*Group Flashing White Light* showing *three flashes every fifteen seconds*, thus :

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{3}{10}$ sec.	$2\frac{2}{10}$ secs.	$\frac{3}{10}$ sec.	$2\frac{2}{10}$ secs.	$\frac{3}{10}$ sec.	$9\frac{7}{10}$ secs.

*Visibility*—17 miles.

*Power*.—20,000 candles.

*Remarks.*—The light will be unwatched.

The other details of the light will remain unchanged.

*Charts affected.*—No. 1070, Port Stephens.

- „ 1021, Port Jackson to Port Stephens.
- „ 1024, Port Stephens to Tacking Point.
- „ 3622, Port Jackson to Cape Byron.
- „ 2759b, Australia, Southern portion.
- „ 780, Pacific Ocean, South-west sheet.
- „ 788, Melbourne to Cape Horn, Western sheet.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2566.

Australia Pilot, Vol. III, 1916, page 61.

Sailing Directions for the Coast of New South Wales, Second edition, 1920, pages 68 and 110.

*Authority.*—Melbourne Notice No. 1 of 1922.

*The 11th March 1922.*

#### CHINA—YANGTZE RIVER, PITMAN-KING CHANNEL.

*Channel light-beacon—Alteration in character.*

*No. 115 (second publication)—*

The Coast Inspector, Shanghai, has given Notice (No. 745 of 1922) that on or about the 7th February 1922, the characteristics of the light exhibited on Channel Beacon, situated on the western point of Pitman-King island, will be changed from a fixed white light to a fixed red light.

*The 3rd March 1922*

#### BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel "Sarsuti"—Replaced in position.*

*No. 102-I (third publication).*—

*Former Notice.*—No. 468-I of 1921.

*Subject.*—The South Patches light-vessel "Sarsuti" was replaced in position on the 21st February 1922.

*Position.*—Lat.  $21^{\circ} 29'$  N., long.  $91^{\circ} 37'$  E.

*Charts affected.*—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

*Publications.*—List of Lights, Part VI, 1921, No. 630.

Bay of Bengal Pilot, 1910, page 329; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Chittagong, Notice, dated 23rd February 1922.

**BAY OF BENGAL—BUBMA COAST—RANGOON RIVER APPROACH.**

*Krishna shoal light-vessel—Exhibition of Blue light flare.*

*No. 103 (third publication).*—

*Subject.*—The “Blue light flare” exhibited from the light-vessel at the Krishna Shoal Station, will in future be exhibited between the dates 15th March and 31st October only.

The “Blue light flare” will be discontinued between the dates 1st November and 14th March, both days inclusive, commencing 1st November 1922.

*Position.*—Lat. 15° 36' N., long. 95° 38' E.

*Charts affected.*—No. 823, Koronge Island to White Point.

“ 830, Bassein river to Pulo Penang.

“ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 642 (Remarks).

Bay of Bengal Pilot, 1910, page 452.

*Authority.*—Principal Port Officer, Burma, Rangoon, Notice No. 24, dated 17th February 1922.

**INDIA—EAST COAST.**

*Masulipatam light—Alteration in character.*

*No. 104 (third publication).*—

*Former Notice.*—No. 456 of 1921.

*Subject.*—The alteration in the character of the light at Masulipatam is postponed until further orders, and the present occulting light will be continued as usual.

*Authority.*—Madras Notice No. 10 of 1922.

**INDIA—EAST COAST.**

*Cuddalore light—Alteration in character.*

*No. 105 (third publication).*—

*Former Notices.*—Nos. 444 of 1921 and 52 of 1922.

*Subject.*—The alteration in the character of the light at Cuddalore is postponed until further orders, and the present occulting light will be continued as usual.

*Authority.*—Madras Notice No. 11 of 1922.

## INDIA—EAST COAST.

*Negapatam light—Alteration in character.***No. 106 (third publication).—****Former Notices.**—Nos. 453 of 1921 and 53 of 1922.**Subject.**—The alteration in the character of the light at Negapatam is postponed until further orders, and the present occulting light will be continued as usual.**Authority.**—Madras Notice No. 12 of 1922.

## INDIA—WEST COAST.

*Calicut light—Alteration in character.***No. 107 (third publication).—****Former Notice.**—No. 47 of 1922.**Subject.**—The alteration in the character of the light at Calicut is postponed until further orders, and the present occulting light will be continued as usual.**Authority.**—Madras Notice No. 13 of 1922.

## INDIA—EAST COAST.

*Bimlipatam light—Alteration in character.***No. 108 (third publication).—****Former Notice.**—No. 454 of 1921.**Subject.**—The alteration in the character of the light at Bimlipatam is postponed until further orders, and the present occulting light will be continued as usual.**Authority.**—Madras Notice No. 9 of 1922.

## INDIA, WEST COAST—CANNANORE.

*Extinction of light.***No. 109 (third publication).—****Subject.**—Owing to the Lighthouse tower being in danger from erosion of the sea, the present occulting light at Cannanore will be extinguished on the 1st June next, and will not be relit again.**Particulars of the abandoned light are as follows:—****Position.**—Latitude  $11^{\circ} 51' N.$   
Longitude  $75^{\circ} 22' E.$ **Character of light.**—White—Group Occulting, Four eclipses of five and a half seconds each. Light between eclipses six seconds; between groups twenty seconds.**Description of Tower.**—Grey cement tower.**Height and Range.**—66 feet above high water.

Visible 11 miles in clear weather.

**Arc of illumination.**—Visible from  $317^{\circ}$ , through north, to  $119^{\circ}$ .

*Charts affected.*—No. 747, Mount Dilli to Calicut.  
 „ 1322, Plan of Kannanur Anchorage.  
 „ 827, Vengurla to Cape Comorin.  
 „ 70, Bay of Bengal.

*Publications.*—West Coast of India Pilot, 1919, page 151.  
 List of Lights, Part VI, 1921, No. 449.  
 List of Lighthouses and Light vessels in British India, 1921, No. 134.

*Authority.*—Madras Notice No. 17 of 1922.

#### PERSIAN GULF—SHATT-AL-ARAB ENTRANCE.

*Correction to Notice to Mariners No. 2M. of 1922 (Calcutta Notice No. 54 of 1922).*

##### *Inner Green Gas Buoy.*

*No. 110 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 11M. of 1922), are republished:—

*Description.*—For Black can light buoy with flashing green light.  
 „ Read “Red painted Gage Buoy showing an occulting green light.”

*Charts affected.*—No. 1253, Shatt-al-Arab, Outer bar to Fao.

„ 1235, Mouth of the Euphrates.

*Publications.*—Persian Gulf Pilot, 1915, page 281. Supplement No. 6, 1921. Indian List of Lights, 40th issue, 1921, No. 30.

*Authority.*—The Port Officer, Basrah, dated 10th February 1922.

#### AUSTRALIA—VICTORIA.

##### *Port Phillip, Quarantine Jetty Light—Alteration in character.*

*No. 111 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 133 of 1922), are republished:—

*Position.*—Lat.  $38^{\circ} 19' S.$ , long.  $144^{\circ} 42' E.$  (approx.).

*New abridged description.*—Lt. Fl. W.G.

*Alteration.*—The occasional fixed green light has been replaced by a flashing light with white and green sectors, thus:

Flash,      eclipse.  
 „              5 sec.

*Sectors.*—White from  $126^{\circ}$  through south to  $205^{\circ}$ ;  
 Green thence to the land.

*Remarks.*—Vessels with a draught exceeding 20 feet (6 $m$ 1) should not anchor within the green sector.

*Charts affected.*—No. 2747, Entrance to Port Phillip.  
 „ 1171, Port Phillip.

*Publications.*—List of Lights, Part VI, 1921, No. 2427.

List of Lights, Part VI, 1922 (in press).

Australia Pilot, Vol. II, 1918, page 91.

*Authority.*—Melbourne, Department of Ports and Harbours, Notice No. 8 of 1921. (H 207-22.)



MALACCA STRAITS—PENANG.

*Pulo Tikus island—Intended new light.*

*No. 114 (third publication).*—

*Date of exhibition.*—On or about 31st March 1922.

*Position.*—Lat.  $5^{\circ} 28' 36''$  N., long.  $100^{\circ} 17' 58''$  E.

*Character.*—Flashing white every 3 seconds, thus:

Flash.	Eclipse.
1 sec.	2 sec.

*Elevation.*—50 feet above High Water Ordinary Spring Tides.

*Visibility.*—12 miles from seaward over an arc of  $221^{\circ}$  between the bearings of N.  $41^{\circ}$  W. and S.  $82^{\circ}$  E. (True).

*Structure.*—A stone column painted white erected on the foundations of the former Harbour Mark Obelisk on Pulo Tikus.

*Charts affected.*—No. 3732, Penang harbour.

„ 1366, Penang harbour and approaches.

*Publications.*—List of Lights, Part VI, 1921, page 87.

China Sea Directory, Vol. I.

*Authority.*—Master Attendant, Singapore, Notice dated 22nd February 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

*Dy. Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, APRIL 19, 1922.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,  
Deputy Port Officer of Calcutta.

H. E. SPRY,  
Secretary to the Government of Bengal,  
Marine Department (offg.).

CALCUTTA, the 7th April 1922.

#### SOUTH PACIFIC OCEAN—ELLICE GROUP.

##### *Funafuti Atoll—Buoy established; Amendments to Chart.*

No. 134 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 343 of 1922), are republished:—

###### (1) Buoy established:

*Position.*—On Waugh rock, situated about 1½ miles northward of Te Buabua entrance.

Lat. 8° 33' S., long. 179° 08' E. (approx.).

*Description.*—A black cask buoy.

###### (2) Amendments to chart:

*Position.*—Observation spot, Fongafale.

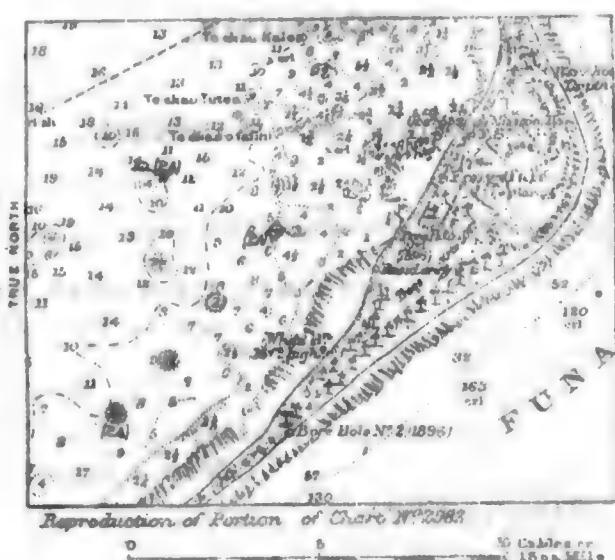
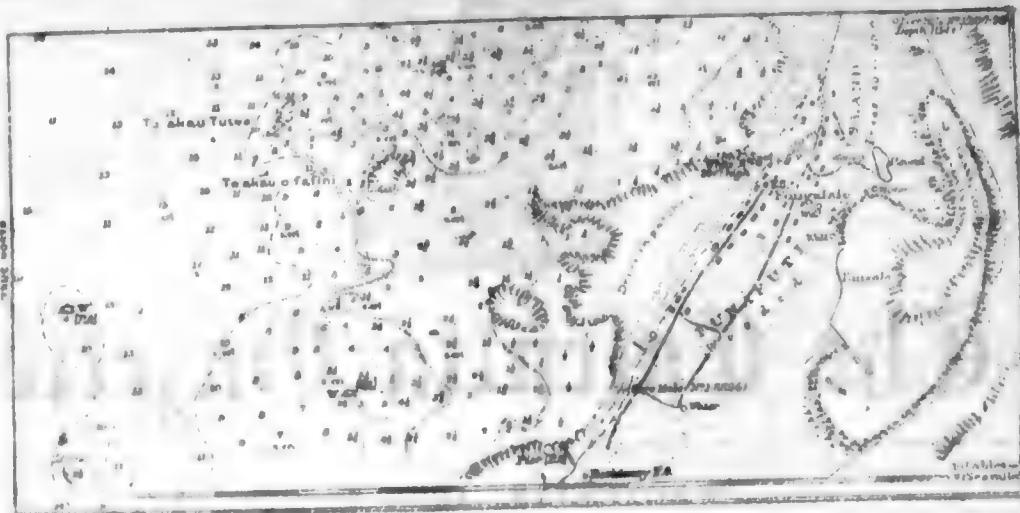
Lat. 8° 31' S., long. 179° 13' E. (approx.).

*Details.*—The accompanying reproductions of portions of chart No. 2983 and the inset plan of Fongafale anchorage show the necessary corrections to that chart with regard to shoals, buoys and beacons, etc.

*Chart affected.*—No. 2983. Funafuti atoll, with plan.

*Publication.*—Pacific Islands Pilot, Vol. II, 1918, pages 565, 566.

*Authority.*—H.M.S. *Veronica*, Hyd. Note No. 8 of 1921. (H. 178-22).



### JAVA, NORTH COAST.

#### *Cheribon Road—Wreck removed.*

*No 135 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 347 of 1922), are republished:—

*Former Notices.*—No. 2140 of 1921, and No. 66 of 1922. (*This Office Nos. 41 and 89 of 1922.*)

*Position.*—At a distance of approximately 1.80 miles,  $054^{\circ}$ , from the group flashing white light at the inner end of the eastern mole.

Lat.  $6^{\circ} 42' S.$ , long.  $108^{\circ} 36' E.$  (approx.).

*Remarks.*—The wreck of the coal barge has been removed and is to be expunged from the charts.

*Charts affected.*—No. 932, Plan of Cheribon road.

„ 1653, Island of Java—western portion.

„ 941a, Eastern archipelago—sheet 1.

*Authority.*—Hague Notice No. 2574 of 1921. (H. 151-22.)

INDIAN OCEAN—RODRIGUEZ ISLAND.

*Mathurin Bay—Buoy established to mark Cable.*

No. 136 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 358 of 1922), are republished:—

*Position.*—At a distance of 8·00 cables, 008°, from the Eastern Telegraph Company's flagstaff at Point Venus.

Lat. 19° 40' S., long. 63° 26' E (*approx.*).

*Description.*—A black and white conical buoy with staff and cage topmark.

*Remarks.*—This buoy marks the position of a large length of heavy cable which lies entangled on the bottom.

*Chart temporarily affected.*—No. 715, Rodriguez island, with plan.

*Publication.*—South Indian Ocean Pilot, 1911, pages 149, 150.

*Authority.*—Eastern Telegraph Company, Ltd. (H. 7423-21.)

CHINA SEA—HONGKONG AND APPROACHES.

(1) *Lye Mun—Lights discontinued.*

(2) *Bokhara Rocks—Buoy withdrawn.*

No. 137 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 359 of 1922), are republished:—

**(1) Lye Mun.**

(a) *Position.*—On Lye mun point.

Lat. 22° 17' N., long. 114° 14' E. (*approx.*).

*Description.*—A fixed red light.

(b) *Position.*—On rock situated at a distance of about 6 cables north-westward from (a).

*Description.*—A fixed red light.

*Note.*—The note “B.” is to be placed against the site of this light on the charts.

*Remarks.*—The above lights have been discontinued and are to be expunged from the charts.

**(2) Bokhara Rocks.**

*Position.*—Lat. 22° 13' N., long. 114° 16' E. (*approx.*).

*Description.*—A black and white chequered buoy.

*Remarks.*—This buoy has been withdrawn and is to be expunged from the charts.

*Charts affected.*—No. 3279, Hongkong waters—East. (1).

“ 1466, Hongkong. (1) and (2).

“ 3605, Hongkong to Mirs bay. (1) and (2).

“ 1180, Approaches to Hongkong. (2).

“ 3026, Macao to Pedro Blanco, including Hongkong. (2).

“ 1962, Hongkong to The Brothers. (2).

*Publications.*—List of Lights, Part VI., 1922, Nos. 1520, 1521.

China Sea Pilot, Vol. III., 1912, pages 496, 499, 500; Supplement No. 6, 1921.

*Authority.*—Commander-in-Chief, China. (H. 459-22.)

## JAPAN--INLAND SEA, SHIAKU SETO (ST. VINCENT CHANNEL).

*Nabe Shima Light—Alteration in Character.*

No. 138 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 360 of 1922), are republished:—

*Position.*—Lat.  $34^{\circ} 23'$  N., long.  $133^{\circ} 49'$  E. (*approx.*).

*New abridged description.*—Lt. Alt. R.G. ev. 16 sec., 85 ft.

*Alteration.*—The character of the light has been altered from fixed white to alternating red and green every sixteen seconds, thus:

<i>Red light,</i>	<i>green light,</i>
8 sec.	8 sec.

*Remarks.*—The power of the red light is 800 candles, and of the green light 500 candles; the visibility is not stated.

*Charts affected.*—No. 128, Channels between Bingo nada and Ozuchi jima.

.. 2875, Naikai (Seto uchi) or Inland sea.

.. 2347, Houshu, Kiusiu and Shikoku, &c.

*Publications.*—List of Lights, Part VI., 1922, No. 1981.  
Japan Pilot, 1914, page 319.

*Authority.*—Tokyo, Department of Communications, Notices Nos. 2165 and 2358 of 1921. (H. 662-22.)

## JAPAN—HONSHŪ, NORTH-WEST COAST.

*Port Ine—Existence of Shoals.*

No. 139 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 366 of 1922), are republished:—

*Position.*—Summit near western end of Ao sima, lat.  $35^{\circ} 40'$  N., long.  $135^{\circ} 17'$  E. (*approx.*).

*Details.*—Shoals with depths as stated below exist in the following positions:—

Distance and bearing from western summit of Ao sima.	Depth.
---------------------------------------------------------	--------

(a) 2.75 cables 090°	...	...	6½ fathoms (11 <sup>m</sup> 4).
(b) 7.00 " 124°	...	...	3½ fathoms (6 <sup>m</sup> 4), rock.
(c) 3.20 " 173°	...	...	10 fathoms (18 <sup>m</sup> 3), rock.
(d) 2.35 " 318°	...	...	3½ fathoms (6 <sup>m</sup> 4), rock.

*Remarks.*—The shoal mentioned in (b) above extends northward to the shore, and the point situated about one cable north-eastward from the position given is named "Suki zaki"; this name is to be inserted on the chart.

*Charts affected.*—No. 61, Plan of Miyadzu harbour and Port Ine.  
.. 1495, Aburatani bay to Ando zaki, (b) and (c).

*Publication.*—Japan Pilot, 1914, page 616.

*Authority.*—Japanese Government Charts. (H. 7840-21.)

JAVA, NORTH COAST.

*Batavia roads and approaches—Buoys withdrawn.*

**No. 140 (first publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No 369 of 1922), are republished:—

(a) **Position.**—On the northern side of Ujong reef.

Lat.  $5^{\circ} 55' S.$ , long.  $106^{\circ} 41' E.$  (approx.).

**Description.**—White conical buoy with ball topmark.

(b) **Position.**—Marking Jantur reef.

Lat.  $5^{\circ} 54' S.$ , long.  $106^{\circ} 38' E.$  (approx.).

**Description.**—Black can buoy with conical topmark.

(c) **Position.**—On the southern side of Delima reef.

Lat.  $5^{\circ} 54' S.$ , long.  $106^{\circ} 27' E.$  (approx.).

**Description.**—A black can buoy with conical topmark.

**Note.**—This buoy was shown with a ball topmark on some copies of the charts.

**Remarks.**—The above buoys have been withdrawn and are to be expunged from the charts.

**Charts affected.**—No. 933, Batavia roads.

.. 2056, Sunda strait and approaches.

.. 1653, Island of Java—western portion.

**Publication.**—Eastern Archipelago Pilot, Part II., 1913, page 83; Supplement No. 5, 1921.

**Authority.**—Hague Notice No. 2573 of 1921. (H. 7847-21.)

INDIA, WEST COAST.

*Bombay Harbour—Shifting of area of Spoil Ground.*

**No. 141 (first publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1922), are republished:—

**Details.**—The limits of the Depositing or Spoil ground are now defined as follows.

**Position.**—of Aga light buoy.

At a distance of about 7·30 cables,  $214^{\circ}$ , from Karanja light-beacon. Lat.  $18^{\circ} 54' N.$ , long.  $72^{\circ} 52' E.$  (approximate).

(a) On the north-east by a line drawn from the Aga light-buoy in  $130^{\circ}$ , direction for a distance of 5 cables.

(b) On the west by a line drawn from the Aga light buoy in  $189^{\circ}$ , direction for a distance of 5 cables.

(c) On the south by a line joining the extremities of limits (a) and (b).

**Remarks.**—The northern extremity of Spoil ground limit is marked by an Aga light-buoy and the eastern and the southern extremes are marked by two black buoys each carrying a black and white flag.

*Charts affected.*—No. 655, Port of Bombay.  
„ 2621, Bombay Harbour.  
„ 737, Arnala Island to Kundari Island.

*Publication.*—West Coast of India Pilot, 1919, page 222.

*Authority.*—The Port Officer, Bombay, dated 16th March 1922.

#### INDIA, WEST COAST.

*Bombay Harbour, Southern approach—Existence of Sunken wreck.*

No. 142 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 25M. of 1922), are republished:—

*Position.*—Lat.  $18^{\circ} 35\frac{1}{2}'$  N., long.  $72^{\circ} 49\frac{1}{2}'$  E.

*Details.*—Master of SS: Boa-viagem reports Prow sunk with Mast 5 feet above water in the above position.

*Note.*—Mariners are hereby warned.

*Charts temporarily affected.*—No. 738, Kundari Id. to Boria Pagoda.

„ 2736, Gulf of Kutch to Vizadurg.  
„ 826, Karachi to Vengurla.  
„ 1012, Arabian Sea.  
„ 748b, Indian Ocean, Northern portion.

*Authority.*—Port Officer, Bombay, dated 18th March 1922.

*The 31st March 1922.*

#### EASTERN ARCHIPELAGO—MAKASSAR STRAIT, SPERMONDE ARCHIPELAGO.

*Kapoposang—Breakers south-westward of, to be expunged from Charts.*

No. 122 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 265 of 1922), are republished:—

*Position.*—At a distance of about  $4\frac{1}{2}$  miles south-westward of Kapoposang lighthouse.

Lat.  $4^{\circ} 45' 00''$  S., long.  $118^{\circ} 53' 30''$  E.

*Details.*—The breakers reported in the year 1899, shown on the charts in the above position, are to be expunged.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.  
„ 941b, Eastern Archipelago—sheet II.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 395.

*Authority.*—Netherlands Government Chart. (H. 653/22.)

PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

*Rasa (Flat) Island to Deep Bay—Amendments to Charts with regard to Shoals.*

No. 123 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 275 of 1922), are re-published:—

*Position.*—Arena island, lat.  $9^{\circ} 15'$  N., long.  $118^{\circ} 29'$  E. (approx.).

*Details.*—Amendments to the charts with regard to shoals between Rasa or Flat island and Deep bay, embodying the latest information, are shown on the accompanying reproduction of portions of charts Nos. 967 and 2660b.

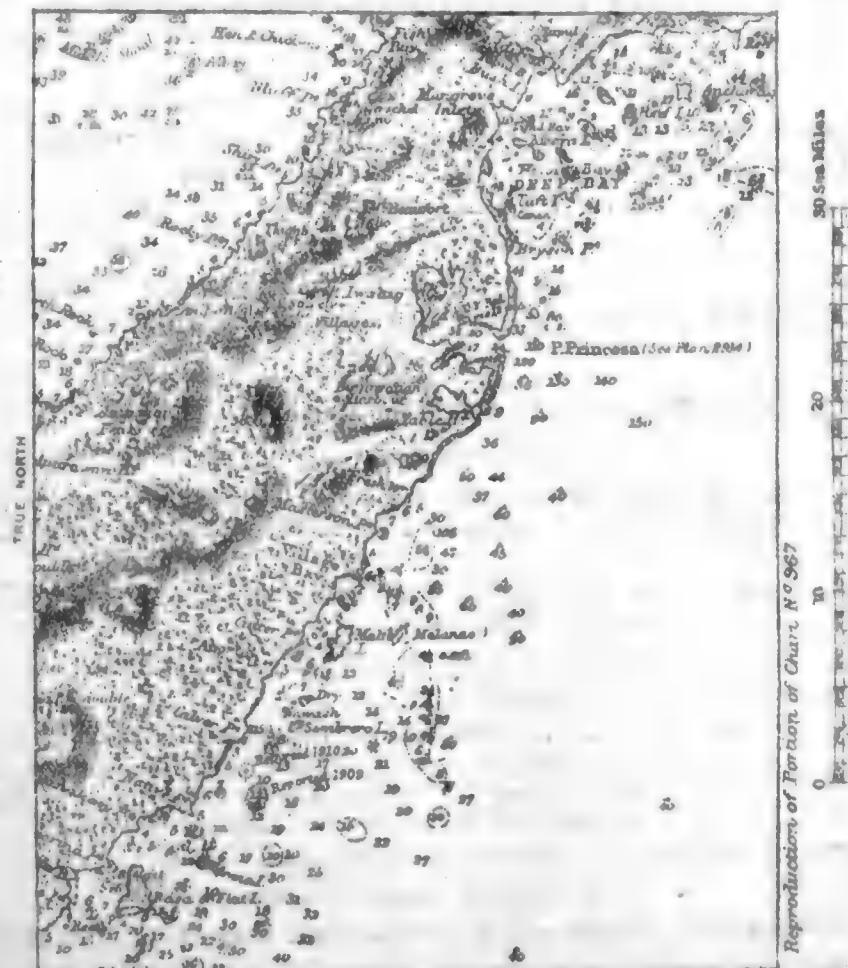
*Charts affected.*—No. 967, Palawan island.

„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 96 to 104.

*Authority.*—U. S. A. Government Chart. (H. 122/22.)





PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

*Nasipit Harbour—Amended position of light.*

No. 124 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 285 of 1922), are republished:—

*Former Notice.*—No. 1023 of 1920. (*This Office No. 226 of 1920.*)

*Position.*—On the bluff on the western side of the harbour, about 3½ cables southward from charted position and approximately 7·17 cables, 245°, from the western corner of Nasipit house.

Lat. 8° 58' N., long. 125° 20' E. (*approx.*).

*Description.*—As described in the Admiralty publications.

*Chart affected.*—No. 957, Plan of Nasipit harbour.

*Publications.*—List of Lights, Part VI, 1921, No. 1162.

    List of Lights, Part VI, 1922 (*in press*).

    Eastern Archipelago Pilot, Part I, 1911, page 433.

*Authority.*—Hydrographic Department. (*H. 556/22.*)

CELEBES, WEST COAST—MAKASSAR STRAIT.

*Makassar Southern Approach—Buoy established to mark Danger Area.*

No. 125 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 286 of 1922), are republished:—

*Position.*—At a distance of approximately 2·90 miles, 243°, from Mariso lighthouse.

Lat. 5° 11' S., long. 119° 22' E. (*approx.*).

*Description.*—A red conical buoy.

*Remarks.*—This buoy marks the north-western corner of a danger area due to target practice off Panekokan, and the note "Target Practice, Danger Area" is to be placed on the charts south-eastward of the buoy.

*Charts affected.*—No. 2662, Plan of Makassar road.

    " 1293, Approach to Makassar.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 383.

*Authority.*—Hague Notice No. 176 of 1922. (*H. 7850-21.*)

## JAPAN—KIUSSIU, NORTH COAST.

*Okino Shima Light—Alteration in Characteristics.*

No. 126 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 296 of 1922), are republished:—

*Position.*—Lat.  $34^{\circ} 15'$  N., long.  $130^{\circ} 06'$  E. (approx.).

*New abridged description.*—Lt. Alt. Gp. Fl. (3) R.W. ev. min., 809 ft., vis. 37 m.

*Details.*—The fixed white light has been replaced by a light having the undermentioned characteristics:—

*Character.*—Alternating group flashing red and white, showing three flashes every minute, thus:

Red flash,  $\frac{\text{eclipse.}}{25 \text{ sec.}}$  Two white flashes occupying 10 seconds,  $\frac{\text{eclipse.}}{25 \text{ sec.}}$

*Elevation.*—809 feet (246m6).

*Visibility.*—37 miles.

*Power.*—250,000 candles.

*Structure.*—White square concrete tower, 35 feet (10m7) in height.

*Charts affected.*—No. 127, Hirado kaikyo to Shimonoseki kaikyo.

.. 2347, Honshu, Kiusiu, and Shikoku, etc.

.. 358, Western coasts of Kiusiu and Honshu.

.. 781, Pacific ocean—north-west sheet.

.. 2459, North-west Pacific ocean, etc.

*Publications.*—List of Lights, Part VI, 1922, No. 1912.

Japan Pilot, 1914, page 551; Supplement No. 5, 1921.

*Authority.*—Tokyo, Department of Communications, Notice No. 1971 of 1921. (H. 7678-21.)

## JAPAN—HONSHŪ, NORTH-WEST COAST, WAKASA BAY.

*Yashiro Bay Approach—Existence of Shoals.*

No. 127 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 297 of 1922), are republished:—

(1) *Position.*—At a distance of about 4 cables north-eastward from Okino Ishi.

Lat.  $35^{\circ} 35' 05''$  N., long.  $135^{\circ} 46' 42''$  E.

*Depth.*—6½ fathoms (12m3).

*Note.*—This shoal is named "Naka Guri."

(2) *Position.*—At a distance of about 2½ cables north-eastward from Okino Ishi.

Lat.  $35^{\circ} 34' 55''$  N., long.  $135^{\circ} 46' 38''$  E

*Depth.*—3½ fathoms (6m4), rock.

*Note.*—This shoal is named "Sekumi Guri."

*Charts affected.*—No. 2174, Amarube zaki to Ando zaki.

.. 1495, Aburatani bay to Ando zaki. (2).

*Publication.*—Japan Pilot, 1914, page 623.

*Authority.*—Japanese Government Chart. (H. 7856-21).

EASTERN ARCHIPELAGO—FLÓRES SEA.

*Tiger Islands. Tanu Jampea and Pasi Telu (Kassi Tallu) Islands—Amendments to Charts.*

No. 128 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 298 of 1922), are republished:—

*Position.*—Panjang, lat.  $6^{\circ} 57' S.$ , long.  $120^{\circ} 47' E.$  (approx.).

*Details.*—Amendments to charts Nos. 3616, 1696, 942a, and 941b with regard to the Tiger islands and certain other islands and reefs in the vicinity are shown on the accompanying reproductions of portions of those charts.

*Note.*—These corrections have been embodied in the new edition of chart No. 935 which was recently published.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.

„ 1696, Lombok to Flores.

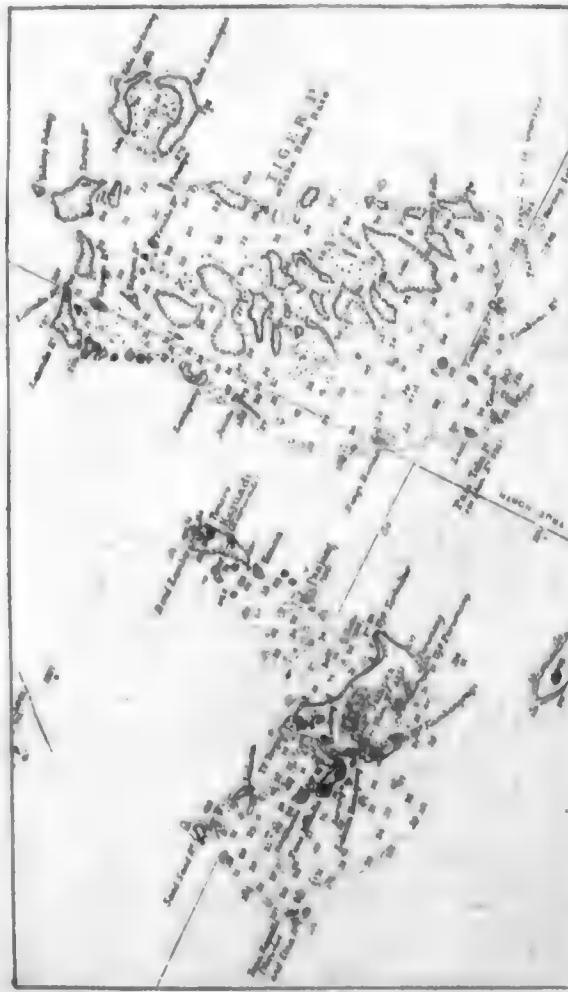
„ 942a, Eastern Archipelago—sheet 3.

„ 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 317 to 322;

Supplement No. 5, 1921.

*Authority.*—Netherlands Government Chart. (H. 6949 & 6923-21.)

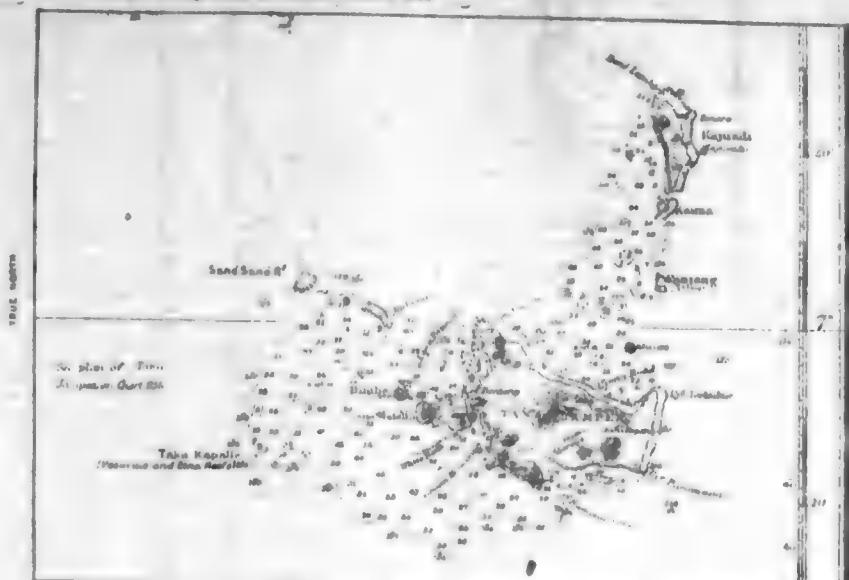


Reproduction of Portion of Chart No. 3616

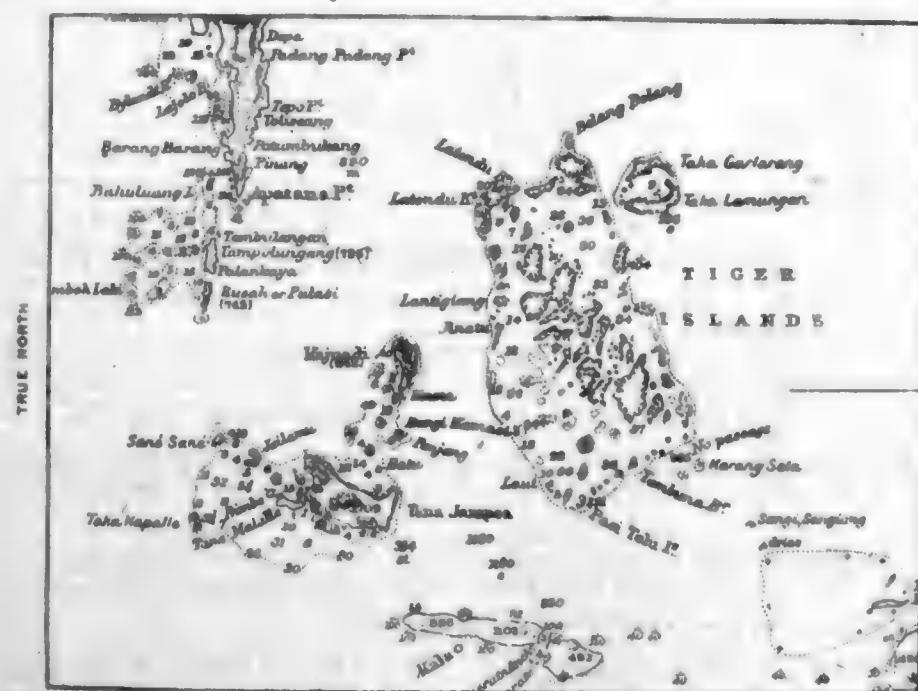
10 20 Sea Miles

APPENDIX TO THE CALCUTTA GAZETTE, APRIL 19, 1922. 249

To accompany Admiralty Notice to Mariners N° 289 of 1922



Reproduction of Portion of Chart N° 1636



Reproduction of Portion of Chart N° 942A

0 10 20 30 Sea Miles









CHINA—YANGTZE RIVER.

*Approaches to Woosung—Middle island and Pientansha surveying-beacons moved.*

No. 121 (third publication).—The Coast Inspector, Shanghai, has given Notice (No. 746 of 1922) that the surveying-beacons on Middle island and Pientansha, approaches to Woosung, have been moved as follows:—

The beacon on Middle island has been moved 1·36 cables N.  $77\frac{1}{2}$ ° W. Mag., from its former position.

The beacon on Pientansha has been moved 2·1 cables N. Magnetic, from its former position.

P. G. GLANVILLE, COMDR., R.I.M.,  
*Deputy Port Officer of Calcutta.*











INDIAN OCEAN—RODRIGUEZ ISLAND.

*Mathurin Bay—Buoy established to mark Cable.*

*No. 136 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 358 of 1922), are republished:—

*Position.*—At a distance of 8·00 cables, 008°, from the Eastern Telegraph Company's flagstaff at Point Venus.

Lat. 19° 40' S., long. 63° 26' E (approx.).

*Description.*—A black and white conical buoy with staff and cage topmark.

*Remarks.*—This buoy marks the position of a large length of heavy cable which lies entangled on the bottom.

*Chart temporarily affected.*—No. 715, Rodriguez island, with plan

*Publication.*—South Indian Ocean Pilot, 1911, pages 149, 150.

*Authority.*—Eastern Telegraph Company, Ltd. (H. 7423-21.)

CHINA SEA—HONGKONG AND APPROACHES.

(1) *Lye Mun—Lights discontinued.*

(2) *Bokhara Rocks—Buoy withdrawn.*

*No. 137 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 359 of 1922), are republished:—

**(1) Lye Mun.**

(a) *Position.*—On Lye mun point.

Lat. 22° 17' N., long. 114° 14' E. (approx.).

*Description.*—A fixed red light.

(b) *Position.*—On rock situated at a distance of about 6 cables north-westward from (a).

*Description.*—A fixed red light.

*Note.*—The note “B” is to be placed against the site of this light on the charts.

*Remarks.*—The above lights have been discontinued and are to be expunged from the charts.

**(2) Bokhara Rocks.**

*Position.*—Lat. 22° 13' N., long. 114° 16' E. (approx.).

*Description.*—A black and white chequered buoy.

*Remarks.*—This buoy has been withdrawn and is to be expunged from the charts.

*Charts affected.*—No. 3279, Hongkong waters—East. (1).

“ 1466, Hongkong. (1) and (2).

“ 3605, Hongkong to Mirs bay. (1) and (2).

“ 1180, Approaches to Hongkong. (2).

“ 3026, Macao to Pedro Blanco, including Hongkong. (2).

“ 1962, Hongkong to The Brothers. (2).

*Publications.*—List of Lights, Part VI., 1922, Nos. 1520, 1521.

China Sea Pilot, Vol. III., 1912, pages 496, 499, 500; Supplement No. 6, 1921.

*Authority.*—Commander-in-Chief, China. (H. 459-22.)

## JAPAN--INLAND SEA, SHIAKU SETO (ST. VINCENT CHANNEL).

*Nabe Shima Light—Alteration in Character.*

No. 138 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 360 of 1922), are republished :—

*Position.*—Lat.  $34^{\circ} 23'$  N., long.  $133^{\circ} 49'$  E. (approx.).

*New abridged description.*—Lt. Alt. R.G. ev. 16 sec., 85 ft.

*Alteration.*—The character of the light has been altered from fixed white to *alternating red and green every sixteen seconds*, thus :

<i>Red light,</i>	<i>green light,</i>
8 sec.	8 sec.

*Remarks.*—The power of the *red* light is 800 candles, and of the *green* light 500 candles ; the visibility is not stated.

*Charts affected.*—No. 128, Channels between Bingo nada and Ozuchi jima.

“ 2875, Naikai (Seto uchi) or Inland sea.

“ 2347, Honshu, Kiusiu and Shikoku, &c.

*Publications.*—List of Lights, Part VI., 1922, No. 1981.  
Japan Pilot, 1914, page 319.

*Authority.*—Tokyo, Department of Communications, Notices Nos. 2165 and 2358 of 1921. (H. 662-22.)

## JAPAN—HONSHŪ, NORTH-WEST COAST.

*Port Ine—Existence of Shoals.*

No. 139 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 366 of 1922), are republished :—

*Position.*—Summit near western end of Ao sima, lat.  $35^{\circ} 40'$  N., long.  $135^{\circ} 17'$  E. (approx.).

*Details.*—Shoals with depths as stated below exist in the following positions :—

Distance and bearing from western summit of Ao sima.	Depth.
---------------------------------------------------------	--------

(a) 2.75 cables $090^{\circ}$ (b) 7.00 „ $124^{\circ}$ (c) 3.20 „ $173^{\circ}$ (d) 2.35 „ $318^{\circ}$	... ... ... ...	... 6½ fathoms (11 <sup>m</sup> 4). ... 3½ fathoms (6 <sup>m</sup> 4), rock. ... 10 fathoms (18 <sup>m</sup> 3), rock. ... 3½ fathoms (6 <sup>m</sup> 4), rock.
-------------------------------------------------------------------------------------------------------------------	--------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------

*Remarks.*—The shoal mentioned in (b) above extends northward to the shore, and the point situated about one cable north-eastward from the position given is named “*Suki zaki*” ; this name is to be inserted on the chart.

*Charts affected.*—No. 61, Plan of Miyadsu harbour and Port Ine.  
„ 1495, Aburatani bay to Ando zaki, (b) and (c).

*Publication.*—Japan Pilot, 1914, page 616.

*Authority.*—Japanese Government Charts. (H. 7840-21.)

JAVA, NORTH COAST.

*Batavia roads and approaches—Buoys withdrawn.*

**No. 140 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No 369 of 1922), are republished:—

(a) **Position.**—On the northern side of Ujong reef.

Lat.  $5^{\circ} 55'$  S., long.  $106^{\circ} 41'$  E. (approx.).

**Description.**—White conical buoy with ball topmark.

(b) **Position.**—Marking Jantur reef.

Lat.  $5^{\circ} 54'$  S., long.  $106^{\circ} 38'$  E. (approx.).

**Description.**—Black can buoy with conical topmark.

(c) **Position.**—On the southern side of Delima reef.

Lat.  $5^{\circ} 54'$  S., long.  $106^{\circ} 37'$  E. (approx.).

**Description.**—A black can buoy with conical topmark.

**Note.**—This buoy was shown with a ball topmark on some copies of the charts.

**Remarks.**—The above buoys have been withdrawn and are to be expunged from the charts.

**Charts affected.**—No. 933, Batavia roads.

.. 2056, Sunda strait and approaches.

.. 1653, Island of Java—western portion.

**Publication.**—Eastern Archipelago Pilot, Part II., 1913, page 83; Supplement No. 5, 1921.

**Authority.**—Hague Notice No. 2573 of 1921. (H. 7847-21.)

INDIA, WEST COAST.

*Bombay Harbour—Shifting of area of Spoil Ground.*

**No. 141 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1922), are republished:—

**Details.**—The limits of the Depositing or Spoil ground are now defined as follows.

**Position.**—of Aga light buoy.

At a distance of about 730 cables,  $214^{\circ}$ , from Karanja light-beacon. Lat.  $18^{\circ} 54'$  N., long.  $72^{\circ} 52'$  E. (approximate).

(a) On the north-east by a line drawn from the Aga light-buoy in  $130^{\circ}$ , direction for a distance of 5 cables.

(b) On the west by a line drawn from the Aga light buoy in  $189^{\circ}$ , direction for a distance of 5 cables.

(c) On the south by a line joining the extremities of limits (a) and (b).

**Remarks.**—The northern extremity of Spoil ground limit is marked by an Aga light-buoy and the eastern and the southern extremes are marked by two black buoys each carrying a black and white flag.

*Charts affected.*—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

*Publication.*—West Coast of India Pilot, 1919, page 222.

*Authority.*—The Port Officer, Bombay, dated 16th March 1922.

#### INDIA, WEST COAST.

*Bombay Harbour, Southern approach—Existence of Sunken wreck.*

*No. 142 (second publication).*—The following particulars etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 25M. of 1922), are republished:—

*Position.*—Lat.  $18^{\circ} 35\frac{1}{4}'$  N., long.  $72^{\circ} 49\frac{1}{4}'$  E.

*Details.*—Master of SS. Boa-viagem reports Prow sunk with Mast 5 feet above water in the above position.

*Note.*—Mariners are hereby warned.

*Charts temporarily affected.*—No. 738, Kundari Id. to Boria Pagoda.

„ 2736, Gulf of Kutch to Vizadurg.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, Northern portion.

*Authority.*—Port Officer, Bombay, dated 18th March 1922.

*The 31st March 1922.*

#### EASTERN ARCHIPELAGO—MAKASSAR STRAIT, SPERMONDE ARCHIPELAGO.

*Kapoposang—Breakers south-westward of, to be expunged from Charts.*

*No. 122 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 265 of 1922), are republished:—

*Position.*—At a distance of about  $4\frac{1}{4}$  miles south-westward of Kapoposang lighthouse.

Lat.  $4^{\circ} 45' 00''$  S., long.  $118^{\circ} 53' 30''$  E.

*Details.*—The breakers reported in the year 1899, shown on the charts in the above position, are to be expunged.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern Archipelago—sheet II.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 395.

*Authority.*—Netherlands Government Chart. (H. 653/22.)

PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

*Rasa (Flat) Island to Deep Bay—Amendments to Charts with regard to Shoals.*

*No. 123 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 275 of 1922), are re-published:—

*Position.*—Arena island, lat.  $9^{\circ} 15'$  N., long.  $118^{\circ} 29'$  E. (approx.).

*Details.*—Amendments to the charts with regard to shoals between Rasa or Flat island and Deep bay, embodying the latest information, are shown on the accompanying reproduction of portions of charts Nos. 967 and 2660b.

*Charts affected.*—No. 967, Palawan island.

“ 2660b, China sea, southern portion—eastern sheet.

“ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 96 to 104.

*Authority.*—U. S. A. Government Chart. (H. 122/22.)





PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

*Nasipit Harbour—Amended position of light.*

No. 124 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 285 of 1922), are republished:—

*Former Notice.*—No. 1023 of 1920. (This Office No. 226 of 1920.)

*Position.*—On the bluff on the western side of the harbour, about  $3\frac{1}{2}$  cables southward from charted position and approximately 7·17 cables,  $245^{\circ}$ , from the western corner of Nasipit house.

Lat.  $8^{\circ} 58'$  N., long.  $125^{\circ} 20'$  E. (approx.).

*Description.*—As described in the Admiralty publications.

*Chart affected.*—No. 957, Plan of Nasipit harbour.

*Publications.*—List of Lights, Part VI, 1921, No. 1162.

List of Lights, Part VI, 1922 (in press).

Eastern Archipelago Pilot, Part I, 1911, page 433.

*Authority.*—Hydrographic Department. (H. 556/22.)

CELEBES, WEST COAST—MAKASSAR STRAIT.

*Makassar Southern Approach—Buoy established to mark Danger Area.*

No. 125 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 286 of 1922), are republished:—

*Position.*—At a distance of approximately 2·90 miles,  $243^{\circ}$ , from Mariso lighthouse.

Lat.  $5^{\circ} 11'$  S., long.  $119^{\circ} 22'$  E. (approx.).

*Description.*—A red conical buoy.

*Remarks.*—This buoy marks the north-western corner of a danger area due to target practice off Panekokan, and the note "Target Practice, Danger Area" is to be placed on the charts south-eastward of the buoy.

*Charts affected.*—No. 2662, Plan of Makassar road.

„ 1293, Approach to Makassar.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 383.

*Authority.*—Hague Notice No. 176 of 1922. (H. 7850-21.)

## JAPAN—KIUSSU, NORTH COAST.

*Okino Shima Light—Alteration in Characteristics.*

**No. 126 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 296 of 1922), are republished:—

**Position.**—Lat.  $34^{\circ} 15'$  N., long.  $130^{\circ} 06'$  E. (approx.).

**New abridged description.**—Lt. Alt. Gp. Fl. (3) R.W. ev. min., 809 ft., vis. 37 m.

**Details.**—The fixed white light has been replaced by a light having the undermentioned characteristics:—

**Character.**—*Alternating group flashing red and white, showing three flashes every minute, thus:*

*Red flash,  $\frac{eclipse}{25\ sec.}$  Two white flashes occupying 10 seconds,  $\frac{eclipse}{25\ sec.}$*

**Elevation.**—809 feet (246 m 6).

**Visibility.**—37 miles.

**Power.**—250,000 candles.

**Structure.**—White square concrete tower, 35 feet (10 m 7) in height.

**Charts affected.**—No. 127, Hirado kaikyo to Shimonoseki kaikyo.

.. 2347, Honshu, Kiusiu, and Shikoku, etc.

.. 358, Western coasts of Kiusiu and Honshu.

.. 781, Pacific ocean—north-west sheet.

.. 2459, North-west Pacific ocean, etc.

**Publications.**—List of Lights, Part VI, 1922, No. 1912.

Japan Pilot, 1914, page 551; Supplement No. 5, 1921.

**Authority.**—Tokyo, Department of Communications, Notice No. 1971 of 1921 (H. 7678-21).

## JAPAN—HONSHU, NORTH-WEST COAST, WAKASA BAY.

*Yashiro Bay Approach—Existence of Shoals.*

**No. 127 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 297 of 1922), are republished:—

(1) **Position.**—At a distance of about 4 cables north-eastward from Okino Ishi.

Lat.  $35^{\circ} 35' 05''$  N., long.  $135^{\circ} 46' 42''$  E.

**Depth.**—6½ fathoms (12 m 3).

**Note.**—This shoal is named "Naka Guri."

(2) **Position.**—At a distance of about 2½ cables north-eastward from Okino Ishi.

Lat.  $35^{\circ} 34' 55''$  N., long.  $135^{\circ} 46' 38''$  E

**Depth.**—3½ fathoms (6 m 4), rock.

**Note.**—This shoal is named "Sekumi Guri."

**Charts affected.**—No. 2174, Amarube zaki to Ando zaki.

.. 1495, Aburutani bay to Ando zaki. (2).

**Publication.**—Japan Pilot, 1914, page 623.

**Authority.**—Japanese Government Chart (H. 7856-21).

EASTERN ARCHIPELAGO—FLORES SEA.

*Tiger Islands. Tana Jampea and Pasi Telu (Kassi Tallu) Islands—Amendments to Charts.*

No. 128 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 298 of 1922), are republished:—

*Position.*—Panjang, lat.  $6^{\circ} 57' S.$ , long.  $120^{\circ} 47' E.$  (approx.).

*Details.*—Amendments to charts Nos. 3616, 1696, 942a, and 941b with regard to the Tiger-islands and certain other islands and reefs in the vicinity are shown on the accompanying reproductions of portions of those charts.

*Note.*—These corrections have been embodied in the new edition of chart No. 935 which was recently published.

*Charts affected.*—No. 3616, Tomori gulf to Salayar strait.

„ 1696, Lombok to Flores.

„ 942a, Eastern Archipelago—sheet 3.

„ 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 317 to 322;

Supplement No. 5, 1921.

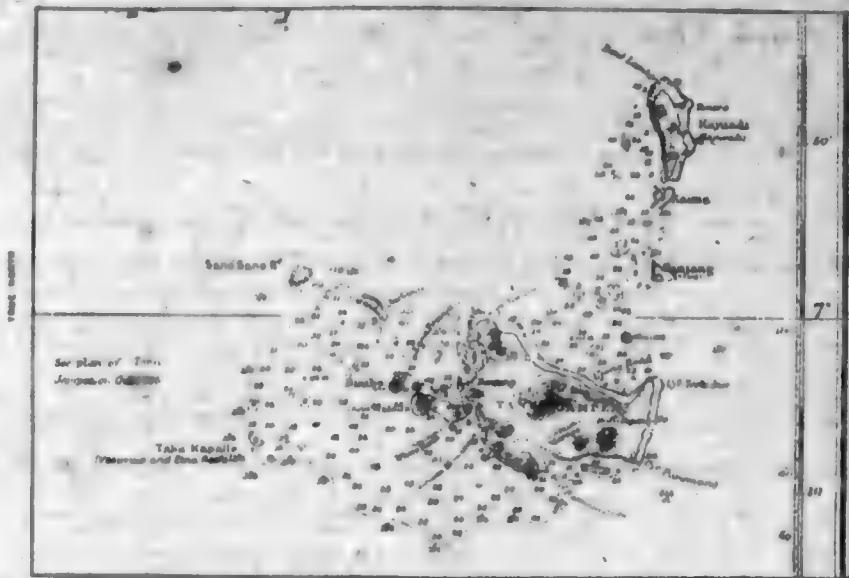
*Authority.*—Netherlands Government Chart. (H. 6949 & 6923-21.)



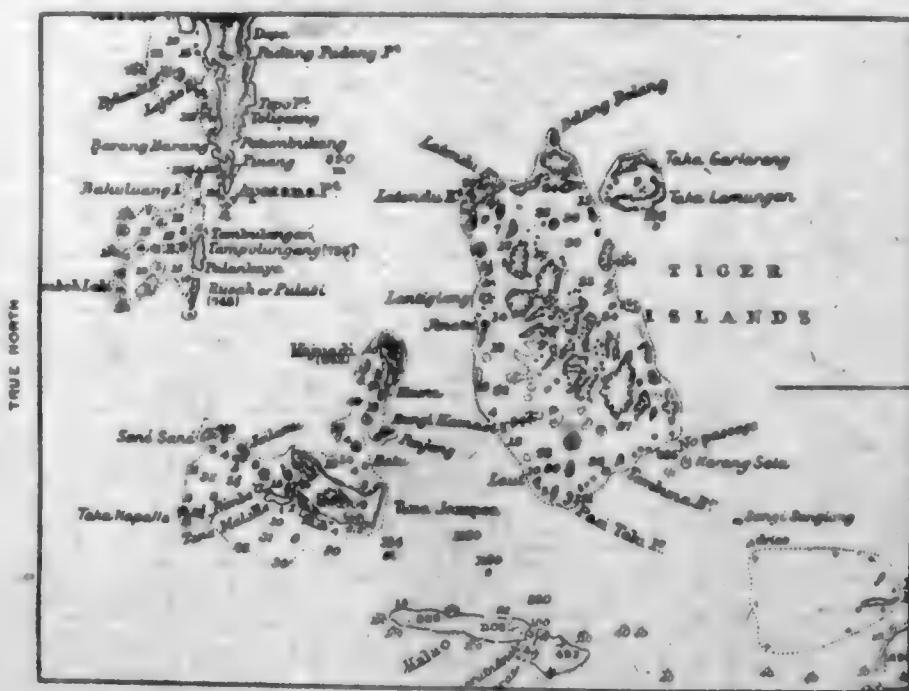
Reproduction of Portion of Chart N° 3616

20 Sea Miles

*To accompany Admiralty Notice or Admiralty N° 280 of 1922*



*Reproduction of Portion of Chart N° 3636*



*Reproduction of Portion of Chart N° 942A*

0 10 20 30 Sea Miles



Reproduction of Portion of Chart N° 9413

#### JAPAN—GULF OF TOKYO.

##### *Yokohama North Breakwater Light—Further Alteration in Character.*

No. 129 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 299 of 1922), are republished:—

*Former Notice.*—No. 1721 of 1921. (This Office No. 438 of 1921.)

*Position.*—On the outer end of the north breakwater.

Lat.  $35^{\circ} 28' N.$ , long.  $139^{\circ} 40' E.$  (approx.).

*New abridged description.*—Lt. Occ. R. ev. 5 sec., 41 ft., vis. 12 m.

*Alteration.*—The character of the light has been altered from fixed red to *occulting red every five seconds*.

*Charts affected.*—No. 3109, Yokohama bay.

“ 3548, Yokohama to Uraga.

“ 2657, Gulf of Tokyo or Yedo.

“ 996, Kii-suido to Tokyo.

“ 3334, Tokyo to Sendai bay.

*Publications.*—List of Lights, Part VI, 1922, No. 2056.

Japan Pilot, 1914, page 206; Supplement No. 5, 1921.

*Authority.*—H.M.S. Hawkins, Hyd. Note No. 5 of 1921. (H. 311-22.)

#### PORTUGUESE EAST AFRICA.

##### *Sofala River Entrance—Buoy established.*

No. 130 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 306 of 1922), are republished:—

*Position.*—At a distance of 7.5 miles,  $135^{\circ}$ , from Sofala fort.

Lat.  $20^{\circ} 17' S.$ , long.  $34^{\circ} 48' E.$  (approx.).

*Description.*—A small black conical buoy.

*Remarks.*—This buoy has been established to mark the bar.

*Chart affected.*—No. 648, Delagoa bay to River Zambezi, with plan.

*Publication.*—Africa Pilot, Part III, 1915, page 222.

*Authority.*—Paris Notice No. 120 of 1922. (H. 752-22.)

## AUSTRALIA—QUEENSLAND, EAST COAST.

## Cairns Harbour—Amended Positions of Lights.

No. 131 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 308 of 1922), are republished:—

## (1) Rear inner leading light:

*Position.*—At a distance of about 2 cables north-eastward from charted position, and 2·63 cables,  $332^{\circ}$ , from No. 8 pile.

Lat.  $16^{\circ} 54' 8''$  S., long.  $145^{\circ} 47' E.$  (approx.).

*Description.*—A fixed red light.

## (2) Front inner leading light:

*Position.*—At a distance of about 2 cables north-eastward from charted position, and 3·10 cables,  $193^{\circ}$ , from rear light.

*Description.*—A fixed red light.

*Remarks.*—These leading lights are in line bearing  $013^{\circ}$ .

*Note.*—The leading line and the inner portion of the dredged channel are to be moved on the charts to correspond with the amended positions of the lights.

## (3) Light marking bend in channel:

*Position.*—At a distance of about one cable north-eastward from charted position, and 4·95 cables,  $207^{\circ}$ , from No. 8 pile.

*Description.*—A fixed green light.

*Charts affected.*—No. 3138, Cairns harbour.

“ 2350, Double point to Cape Grafton.

“ 2924, Cape Grafton to Hope islands.

*Publications.*—List of Lights, Part VI, 1922, No. 2732, 2733.

Australia Pilot, Vol. IV, 1917, page 201.

*Authority.*—H.M. Surveying Vessel *Fantome*, Hyd. Note No. 2 of 1921. (H. 716-22.)

## JAPAN—INLAND SEA, BINGO NADA.

## Takaikami Jima—Light established.

No. 132 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 309 of 1922), are republished:—

*Position.*—On the northern slope of the northernmost summit of Takaikami jima.

Lat.  $34^{\circ} 11' 42'' N.$ , long.  $133^{\circ} 15' 45'' E.$

*Abridged description.*—Lt. Alt. Gp. Fl. (3) *R.W. ev.* 20 sec., 438 ft., vis. 28 m.

## Characteristics:

*Character.*—Alternating group flashing red and white, showing three flashes every twenty seconds, thus:

Red flash,  $\frac{1}{8}$  sec. Eclipse, Two white flashes occupying 4 seconds  $\frac{1}{8}$  sec.

*Elevation.*—438 feet (133<sup>m</sup>5).

*Visibility.*—28 miles, from 034° through east to 279°.

*Power.*—20,000 candles.

*Structure.*—White octagonal concrete tower, 30 feet (9<sup>m</sup>1) in height.

*Note.*—The note “(Pos<sup>n</sup> Approx.)” is to be inserted against this light on chart No. 3325.

*Charts affected.*—No. 3325, Channels between Neko seto and Mekari seto.

“ 2875, Naikai (Seto uchi) or Inland sea.

“ 2347, Honshū, Kiusiu and Shikoku, &c.

*Publications.*—List of Lights, Part VI, 1922, No. 1975a.  
Japan Pilot, 1914, page 327.

*Authority.*—Tokyo, Department of Communications, Notice No. 2243 of 1921. (H. 390-22.)

CEYLON, WEST COAST—NORTHERN APPROACH TO COLOMBO HARBOUR.

*Ona Gala reef buoy—Light extinguished.*

*No. 133 (third publication).*—

*Subject.*—The light on the buoy marking the Ona Gala reef has been extinguished. It will be re-lit when the weather permits.

*Position.*—Lat. 6° 59' N., long. 79° 50·4' E. (approximate).

*Remarks.*—No further notice will be issued.

*Charts affected.*—No. 914, Colombo harbour.

“ 3686, Approaches to Colombo harbour.

“ 68B, Palk strait and Gulf of Manar, Sheet II.

“ 813, Ceylon, south coast.

*Publications.*—Bay of Bengal Pilot 1910, page 96.

West Coast of India Pilot, 1919, pages 93, 94.

*Authority.*—Master Attendant, Colombo, Notice dated 13th March 1922.

P. G. GLANVILLE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta



# The Calcutta Gazette

WEDNESDAY, MAY 17, 1922.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,  
*Deputy Port Officer of Calcutta.*

H. E. SPRY,  
*Secretary to the Government of Bengal,  
Marine Department (affg.).*

CALCUTTA, the 5th May 1922.

#### INDIA, WEST COAST—DELTA OF THE INDUS.

##### *Sisa (Chan) Mouth—Beacon re-erected.*

No. 190 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 34M. of 1922), are republished.—

*Former Notice.—No. 124-M. of 1921. (This Office No. 442 of 1921); hereby cancelled.*

*Position.—Lat. 24° 13' 28" N.  
Long. 67° 18' 15" E.*

*Details.—A beacon 46 feet in height has been erected in the above position.*

*Charts affected.—No. 41, Cape Monze to Kediwari Mouth.  
" 39, Coasts of Sind and Cutch.  
" 826, Karachi to Venguria.*

*Publication.—West Coast of India Pilot, 1919, page 330.*

*Authority.—Commissioner in Sind, Government House, Karachi,  
dated 13th April 1922.*

## INDIA, WEST COAST—DELTA OF THE INDUS.

*Hajamro Mouth—Beacon re-erected.*

No. 191 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 35M. of 1922), are republished:—

*Former Notice.*—No. 125-M. of 1921. ((This Office No. 443. of 1921) hereby cancelled.

*Position.*—Lat.  $24^{\circ} 08' 10''$  N.

Long.  $67^{\circ} 20' 30''$  E.

*Details.*—A beacon 50 feet in height, has been erected in the above position.

*Charts affected.*—No. 41, Cape Mouze to Kediwari Mouth.

” 39, Coasts of Sind and Cutch.

” 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1919, page 331.

*Authority.*—Commissioner in Sind, Government House, Karachi dated 13th April 1922.

## INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

*Bombay Floating light vessel—Replaced in position with the submarine bell in working order.*

No. 192 (first publication).—

*Former Notice.*—No. 120 of 1922.

*Subject.*—The unattended Bombay Floating light vessel, which was temporarily removed in April 1922, has now been replaced in her former position.

The Submarine bell is now in working order.

*Position.*—Lat.  $18^{\circ} 50'$  N.

Long.  $72^{\circ} 44'$  E.

*Charts affected.*—No. 2621, Bombay harbour.

” 737, Arnala island to Kundari island.

” 2736, Gulf of Kutch to Vizadrgn.

” 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 220.

List of Lights, Part VI, 1921, No. 384.

*Authority.*—Director, R. I. Marine, Bombay, telegram dated 2nd May 1922.

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Steam Pilot Vessel replaced on station.*

No. 193 (first publication).—

*Former Notice.*—No. 55 of 1922.

*Subject.*—The Steam Pilot Vessel which was temporarily withdrawn and replaced by a Sailing Pilot Schooner has been replaced on her former station.

*Charts affected.*—No. 655, Port of Bombay.

” 2621, Bombay harbour.

” 737, Arnala island to Kundari island.

*Publication.*—West Coast of India Pilot, 1919, page 228.

*Authority.*—Director, R. I. Marine, Bombay, telegram dated 5th May 1922.

*The 28th April 1922.*

## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel—Temporarily removed.*

No. 166-I (second publication).—

*Subject.*—Owing to the damage sustained by the South Patches light which is not being shown, the light-vessel is removed from her station with effect from the 28th April 1922.

*Position.*—Lat.  $21^{\circ} 29'$  N., long.  $91^{\circ} 37'$  E.







## PHILIPPINE ISLANDS—ILOILO STRAIT.

*Iloilo, Pilots' Watch Tower—Light discontinued.*

No. 173 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 465 of 1922), are republished:—

*Position.*—Lat.  $10^{\circ} 42'$  N., long.  $122^{\circ} 34'$  E. (approx.).

*Description.*—A fixed white light.

*Remarks.*—This light, which has been discontinued, is to be expunged from the charts.

*Charts affected.*—No. 2391, Iloilo strait and river, with plan.

“ 2578, Eastern part of the Sulu or Mindoro sea

“ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1922, No. 1196.

Eastern Archipelago Pilot, Part I, 1911, page 332.

*Authority.*—U. S. Hydrographer. (H. 555-22.)

## JAPAN—HOKUSHU ISLAND, EAST COAST.

*Suisho Jima—Shoals southward and eastward of.*

No. 174 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 470 of 1922), are republished:—

(1) *Position.*—At a distance of 3·80 cables  $159^{\circ}$  from Tobi iso, the 3-ft. high rock on the southern side of Suisho jima.

Lat.  $43^{\circ} 24'$  N., long.  $145^{\circ} 56'$  E. (approx.).

*Depth.*— $5\frac{1}{2}$  fathoms (9<sup>m</sup>6), rock.

(2) *Position.*—At a distance of one cable  $060^{\circ}$  from (1).

*Depth.*—5 fathoms (9<sup>m</sup>1).

*Remarks.*—The 10-fathom contour line in the vicinity is to be amended on the charts to include the above depths.

(3) *Position.*—In Suisho channel, at a distance of 2·53 miles  $337^{\circ}$  from Norikaruushi saki, the south-western extremity of Yuru jima.

Lat.  $43^{\circ} 27'$  N., long.  $145^{\circ} 59'$  E. (approx.).

*Depth.*— $3\frac{1}{2}$  fathoms (6<sup>m</sup>4) coarse sand.

*Remarks.*—The 5-fathom contour line northward of the above position is to be extended on the chart to include this depth.

*Charts affected.*—No. 1268, Plan of Go yo mai channel.

“ 507, Go yo mai channel to Nemoro kaikyo &c. (1), (2).

*Publication.*—Japan Pilot, 1914, pages 732, 734.

*Authority.*—Tokyo Notice No. 11 of 1922. (H. 1424-22.)















## MALACCA STRAIT—DURIAN STRAIT.

*Melvill Reef Light—Alteration in Colour.*

*No. 152 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 382 of 1922), are republished:—

*Position.*—Lat.  $0^{\circ} 52'$  N., long.  $103^{\circ} 37'$  E. (approx.).

*New abridged description.*—(U) Lt. Fl. Gn. ev. 3 sec., 34 ft., vis. 10 m.  
*Alteration.*—The colour of this *flashing* light has been altered from white to green.

*Note.*—Middelburg reef *red* light, situated about  $2\frac{1}{2}$  miles westward of Melvill reef, is not shown on chart No. 1355, and is to be inserted thereon.

*Charts affected.*—No. 2402, Straits of Durian, Sugi, and Chombol.

“ 2757, Banka strait to Singapore.

“ 941a, Eastern Archipelago—sheet 1.

“ 1355, Malacca strait.

“ 2660a, China sea, southern portion—western sheet.

*Publications.*—List of Lights, Part VI., 1922, No. 782.

China Sea Pilot, Vol. II., 1915, page 329.

*Authority.*—Hague Notice No. 35 of 1922. (H. 323-22.)

## STRAIT OF MAKASSAR—BORNEO, EAST COAST.

*Pamukan Bay Approach—Non-existence of Breakers.*

*No. 153 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1922), are republished:—

*Position.*—At a distance of about 30 miles eastward of Pamukan bay entrance.

Lat.  $2^{\circ} 40'$  S., long.  $117^{\circ} 00'$  E. (approx.).

*Remarks.*—The note “Breakers reported” in the vicinity of the above position is to be expunged from the charts.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

“ 941b, Eastern Archipelago—sheet 2.

“ 2759a, Australia—northern portion.

*Authority.*—Netherlands Government Charts. (H. 669-22.)

## PHILIPPINE ISLANDS—LUZON, MANILA BAY.

*Sangley Point Light—Obscured between certain Bearings.*

*No. 154 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 387 of 1922), are republished:—

*Position.*—Lat.  $14^{\circ} 30'$  N., long.  $120^{\circ} 55'$  E. (approx.).

*Details.*—The alternating white and red light on Sangley point is obscured by oil tanks from  $165^{\circ}$  to  $262^{\circ}$ , and from  $286^{\circ}$  to  $291^{\circ}$ .

*Charts affected.*—No. 3487, Manila and Kavite anchorages.

“ 976, Manila bay.

*Publications.*—List of Lights, Part VI., 1922, No. 1280.

China Sea Pilot, Vol. IV., 1912, page 226.

*Authority.*—Manila Notice No. 619 of 1921. (H. 598-22.)



*Description.*—A black and white spar buoy.

*Remarks.*—The beacon close eastward of the above position is non-existent and is to be expunged from the charts.

(2) Amended positions and descriptions of buoys:

(a) *Position.*—Marking the northern end of Niorero island reef, at a distance of about  $3\frac{1}{2}$  cables south-eastward from charted position.

Lat.  $7^{\circ} 36' 05''$  S., long.  $39^{\circ} 40' 30''$  E.

*Description.*—A black conical buoy with triangle topmark.

(b) *Position.*—Near the northern end of Salim bank, at a distance of about  $3\frac{1}{2}$  cables south-westward from charted position.

Lat.  $7^{\circ} 50' 20''$  S., long.  $39^{\circ} 35' 50''$  E.

*Description.*—A black conical buoy.

(c) *Position.*—Marking the edge of the reef extending southward from Ras Kisimani.

Lat.  $7^{\circ} 58' 50''$  S., long.  $39^{\circ} 35' 40''$  E.

*Description.*—A conical buoy painted in black and white chequers.

(3) Buoys to be expunged from charts:

(a) *Position.*—Lat.  $7^{\circ} 23'$  S., long.  $39^{\circ} 28'$  E. (approx.).

*Description.*—A black and white spar buoy with two triangles as topmark.

(b) *Position.*—Lat.  $8^{\circ} 43'$  S., long.  $39^{\circ} 28'$  E.

*Description.*—A black conical buoy.

*Charts affected.*—No. 1032, Channels between Kilwa point and North Mafia channel.

„ 662, Kilwa point to Zanzibar channel.

*Publications.*—Africa Pilot, Part III, 1915, pages 342, 358, 359, 361, 363; Supplement No. 5, 1921.

*Authority.*—Director of Marine, Dar es Salaam. (H. 8659-19).

CHINA, SOUTH COAST—CANTON RIVER.

*Wangmun Entrance—Amendments to Charts.*

No. 158 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 393 of 1922), are republished:—

*Position.*—Wangmun entrance light, lat  $22^{\circ} 36'$  N., long.  $113^{\circ} 37'$  E. (approx.).

*Details.*—Amendments to charts Nos. 3682, 3588, 2562 and 3026 with regard to depths in Wangmun entrance, are shown on the accompanying reproduction of portions of those charts.



## AFRICA, EAST COAST—TANGANYIKA TERRITORY, TANGA APPROACH.

*Ras Kasone—Signal Beacon Established.*

No. 159 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 397 of 1922), are republished:—

*Position.*—Lat.  $5^{\circ} 03' 35''$  S., long.  $39^{\circ} 07' 38''$  E. (*approx.*).

*Description.*—A steel framework structure 59 feet (18 $m$  0) in height, carrying a yard braced North and South. The yard is slung at an elevation of 95 feet (29 $m$  0) above high water.

*Remarks.*—A black ball is hoisted at the northern yardarm when a vessel is observed entering the Ship channel, and lowered to half mast when the vessel is abreast Ulenge reefs buoy. The ball is hauled down when the vessel is rounding Ras Kasone buoy.

A black diamond shape is hoisted at the southern yard-arm and lowered in a similar manner, to indicate the movements of the second vessel, should there be more than one vessel entering the harbour at the same time.

*Charts affected.*—No. 663, Mansa and Tanga bays.

“ 1390, Chale point to Pangani.

“ 664, Zanzibar to Malindi.

*Publications.*—Africa Pilot, Part III., 1915, page 449, Supplement No. 5, 1921.

*Authority.*—Director of Marine, Dar-es-Salaam. (H. 1081-22.)

## CHINA, EAST COAST—KYAU CHAU BAY ENTRANCE.

*(1) Arkona Islet Light—Alteration in Character.**(2) Hui Chuen-Point-Light-and-Bell-Buoy established westward of; Buoy withdrawn.*

No. 160.—(*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 406 of 1922), are republished:—

**(1) Arkona Islet Light.**

*Position.*—Lat.  $36^{\circ} 03'$  N., long.  $120^{\circ} 19'$  E. (*approx.*).

*New abridged description.*—Lt. Occ. R. ev. 6 sec., 101 ft., vis. 15 m. (U)

*Alteration.*—The character of the light has been altered from flashing white to occulting red *every six seconds*, thus:—

<u>Light,</u> 3 sec.	<u>eclipse,</u> 3 sec.
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*Remarks.*—The visibility of the light is now 15 miles.

**(2) Hui Chuen Point.**

*Position.*—At a distance of about 5 cables westward of Hui Chuen Point, and 7·20 cables  $158^{\circ}$  from Arkona islet light:

Lat.  $36^{\circ} 02'$  N., long.  $120^{\circ} 19'$  E. (*approx.*).

*Description.*—A conical light-and-bell-buoy painted red and numbered “12.” exhibiting a *flashing white* light *every three seconds*.

*Remarks.*—No. 12 unlighted buoy with two triangles as topmark, close south-eastward of the above position, has been withdrawn and is to be expunged from the charts.

*Charts affected.*—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki. (1)

„ 1262, Hongkong to Gulf of Lian-tung. (1)

„ 781, Pacific Ocean—north-west sheet. (1)

„ 2459, North-west Pacific Ocean, &c.

*Publications.*—List of Lights, Part VI., 1922, No. 1603.

China Sea Pilot, Vol. V., 1912, page 413; Supplement No. 6, 1921.

*Authority.*—Tokyo Notices Nos. 1 and 2 of 1922. (H. 1074 & 1075-22.)

#### JAPAN—KOREA STRAIT, TSU SIMA.

*Izuhara Ko—Leading Lights established. Information with regard to Beacons.*

*No. 161 (third publication).*—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 413 of 1922), are republished:—

(1) *Leading lights established :*

(a) *Front light :*

*Position.*—At a distance of about  $1\frac{1}{2}$  cables north-westward of Shigano hana.

Lat.  $34^{\circ} 11' 52''$  N., long.  $129^{\circ} 17' 13''$  E.

*Abridged description.*—Lt. F. R.

*Description.*—A fixed red light.

*Structure.*—White wooden structure.

(b) *Rear light :*

*Position.*—At a distance of 0·75 of a cable,  $313^{\circ}$  from front light.

*Abridged description.*—Lt. F.

*Description.*—A fixed white light.

*Structure.*—White wooden structure.

*Remarks.*—These lights are in line when bearing  $313^{\circ}$ .

(2) *Existence of beacon :*

*Position.*—At a distance of about  $2\frac{1}{2}$  cables north-westward of Yara zaki.

Lat.  $34^{\circ} 11' 46''$  N., long.  $129^{\circ} 17' 35''$  E.

*Description.*—A bamboo beacon with triangular topmark.

(3) *Non-existence of beacon :*

*Position.*—At a distance of about half a cable north-westward of the extremity of Yara zaki.

*Remarks.*—The beacon with triangular topmark in the above position is to be expunged from the chart.

*Charts affected.*—No. 874, Plan of Izuhara ko and Azu ko.

„ 2385, Tsu sim. (1).

*Publications.*—List of Lights, Part VI., 1922, Nos. 1908a and b.

Japan Pilot, 1914, page 547.

*Authority.*—Tokyo Notice No. 389 of 1921. (H. 7748-21.)





## INDIA, WEST COAST—GULF OF CAMBAY.

*Dholera—Light to be abolished.*

*No. 165 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 27M. of 1922), are republished:—

*Position.*—On West bank of Sabarmatti river, 3 miles southward of East Cape.

Lat.  $22^{\circ} 08'$  N., long.  $72^{\circ} 20'$  E. (Approximate).

*Details.*—The fixed white light exhibited from Dholera Light house will be discontinued from 1st April 1922; and is to be expunged from the charts.

*Charts affected.*—No. 51, Gulf of Cambay.

„ 2736, Gulf of Cutch to Vizianadug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, Northern portion.

*Publications.*—List of Lights, Part VI., 1922, No. 366.

Indian List of Lights, 40th issue, 1921, No. 75.

West Coast of India Pilot, 1919, page 267.

*Authority.*—Commissioner of Customs, Salt and Excise, Bombay, dated 24th March 1922.

P. G. GLANVILLE, COMDR., R.I.M.,  
*Deputy Port Officer of Calcutta.*





(a) Rear light:

*Position.*—On the signal mast on South head.

Lat.  $37^{\circ} 03'$  S., long.  $174^{\circ} 33'$  E. (approx.).

*Alteration*—This *occulting white* light is now visible from  $002^{\circ}$  through east to  $112^{\circ}$ , and not as stated in the former Notice.

(b) Front light:

*Position.*—At a distance of 1·67 cables,  $250^{\circ}$ , from rear light.

*Alteration*—This *occulting white* light is now visible from  $017^{\circ}$  through east to  $114^{\circ}$ , and not as stated in the former Notice.

*Chart affected.*—No. 2726, Manukau harbour.

*Publications.*—List of Lights. Part VI., 1922, Nos. 2963, 2964.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 2. 1921.

*Authority.*—Wellington Notice No. 69 of 1921. (H. 455/22.)

NEW ZEALAND—NORTH ISLAND, AUCKLAND APPROACH.

*D'Urville Rocks—Beacon disappeared.*

No. 198 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 532 of 1922), are republished:—

*Position.*—Lat.  $36^{\circ} 43'$  S., long.  $175^{\circ} 04'$  E. (approx.).

*Details.*—The beacon formerly marking D'Urville rocks has disappeared and is to be expunged from the charts.

*Charts affected.*—No. 1896, Entrances to Auckland harbour.

„ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

*Publication.*—New Zealand Pilot, 1919, page 202.

*Authority.*—H.M.N.Z.S. Chatham, Hyd. Note No. 1 of 1922. (H. 1161-22.)

ARABIAN SEA—MAKRAN COAST.

*Gwatar Bay—Existence of Shoals.*

No. 199 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1922), are republished:—

*Position.*—Jiunri (Jumari) village, lat.  $25^{\circ} 03'$  N., long.  $61^{\circ} 44'$  E. (approx.).

*Details.*—Shoal depths exist near the eastern shore of Gwatar bay in the following positions:—

Distance and bearing from charted position of centre of Jiunri village.

Depth.

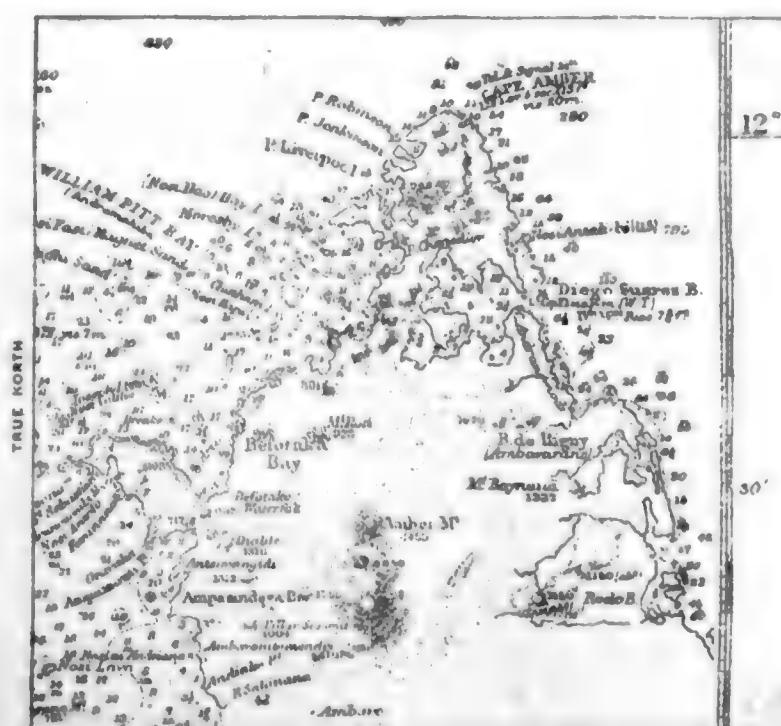
(a) 1·90 miles	$261^{\circ}$	...	...	3 fathoms (5 <sup>m</sup> 5).
(b) 1·90 miles	$283^{\circ}$	...	$2\frac{1}{4}$	„ (4 <sup>m</sup> 6).
(c) 2·30 miles	$243^{\circ}$	...	$2\frac{3}{4}$	„ (5 <sup>m</sup> 0).

*Chart affected.*—No. 38. Plan of Gwatar bay.

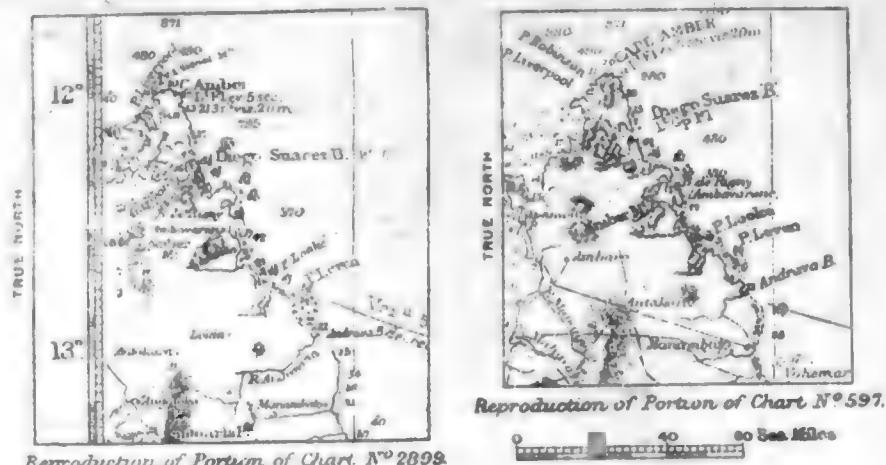
*Publication.*—Persian Gulf Pilot, 1915, page 177.

*Authority.*—H.M.S. Cyclamen, Remark Book, 1921. (H. 1775-22.)





Reproduction of Portion of Chart N° 2762



#### CHINA SEA—PARACEL ISLANDS.

##### *Bombay Reef—Existence of Wreck.*

No. 202 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1922), are republished:—

*Position.*—On the northern side of Bombay reef.

Lat.  $16^{\circ} 04' 30''$  N., long.  $112^{\circ} 30' 00''$  E. (*approx.*).

*Description.*—Stranded wreck of the *New York Maru* reported to be visible at a distance of about 14 miles.

*Remarks.*—This vessel, in January, 1922, was in an upright position and showed no sign of breaking up.

*Charts affected.*—No. 94, Paracel islands.

„ 2661a, China sea, northern portion—western sheet.

*Publication.*—China Sea Pilot, Vol. III, 1912, pages 107, 108.

*Authority.*—Lloyds' List. (H. 1561-22.)

#### INDIA, WEST—TRAVANCORE COAST.

##### *Entrance to Quilon Roadstead—Buoys removed for S. W. Monsoon.*

No. 203 (*first publication*).—The Principal Port Officer, Travancore Alleppey, has given notice, dated the 18th April 1922, that the buoys marking the entrance to the Quilon Roadstead will be removed on the 15th May 1922 for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

#### INDIA, WEST—TRAVANCORE COAST, KOLACHEL.

##### *Patna rock, red buoy—Removed for S. W. Monsoon.*

No. 204 (*first publication*).—The Principal Port Officer, Travancore, Alleppey, has given notice, dated the 18th April 1922, that the Patna Rock, Red Buoy, will be removed on the 15th May 1922, for the ensuing monsoon, and will be replaced on or about the 15th September 1922.



*The 5th May 1922.*

**INDIA, WEST COAST—DELTA OF THE INDUS.**

***Sisa (Chan) Mouth—Beacon re-erected.***

**No. 190 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 34M. of 1922), are republished:—

**Former Notice.**—No. 124-M. of 1921. (*This Office No. 442 of 1921*): hereby cancelled.

**Position.**—Lat.  $24^{\circ} 13' 28''$  N.  
Long.  $67^{\circ} 18' 15''$  E.

**Details.**—A beacon 46 feet in height has been erected in the above position.

**Charts affected.**—No. 41, Cape Monze to Kediwari Mouth.  
" 39, Coasts of Sind and Cutch.  
" 826, Karachi to Vengurla.

**Publication.**—West Coast of India Pilot, 1919, page 330.

**Authority.**—Commissioner in Sind, Government House, Karachi, dated 13th April 1922.

**INDIA, WEST COAST—DELTA OF THE INDUS.**

***Hajamro Mouth—Beacon re-erected.***

**No. 191 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 35M. of 1922), are republished:—

**Former Notice.**—No. 125-M. of 1921. (*This Office No. 443 of 1921*): hereby cancelled.

**Position.**—Lat.  $24^{\circ} 08' 10''$  N.  
Long.  $67^{\circ} 20' 30''$  E.

**Details.**—A beacon 50 feet in height, has been erected in the above position.

**Charts affected.**—No. 41, Cape Monze to Kediwari Mouth.  
" 39, Coasts of Sind and Cutch.  
" 826, Karachi to Vengurla.

**Publication.**—West Coast of India Pilot, 1919, page 331.

**Authority.**—Commissioner in Sind, Government House, Karachi, dated 13th April 1922.

**INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.**

**Bombay Floating light vessel—Replaced in position with the submarine bell in working order.**

**No. 192 (second publication).**—

**Former Notice.**—No. 120 of 1922.

**Subject.**—The unattended Bombay Floating light vessel, which was temporarily removed in April 1922, has now been replaced in her former position.

The Submarine bell is now in working order.





**Remarks.**—The note "*Time Ball*" is to be placed against this wharf on the charts, and the following note is to be placed under the title of chart No. 2731:—

"TIME SIGNAL."

"A Time Ball, situated on the Northern end of Morrabool Wharf, is dropped daily (Sundays excepted) at 1<sup>h</sup> 00<sup>m</sup> 00<sup>s</sup> Standard Time, corresponding to 15<sup>h</sup> 00<sup>m</sup> 00<sup>s</sup> Greenwich Mean Time."

**Charts affected.**—No. 2731, Geelong harbour.

„ 1171, Geelong harbour (inset).

**Publications.**—List of Lights, Part VI., 1922, No. 5074a.

Australia Pilot, Vol. II., 1918, page 127.

**Authority.**—Sub-District Naval Officer, Geelong. (H. 1334-22.)

AUSTRALIA—NORTH-WEST COAST.

*North West Cape—Existence of Wreck.*

**No. 170 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 458 of 1922), are republished:—

**Position.**—On the edge of the shore reef extending northward from North West Cape.

Lat. 21° 46' 30" S., long. 114° 10' 00" E. (approx.).

**Description.**—Standard wreck of a vessel, having the appearance of a hulk at anchor.

**Note.**—The note "*Conspicuous*" is to be placed against this wreck on the chart.

**Chart affected.**—No. 3187, Mangrove islands to North West cape.

**Publication.**—Australia Pilot, Vol. V., 1914, page 306.

**Authority.**—H. M. A. S. Geranium. (H. 1335-22.)

JAPAN—KUSIU, EAST COAST.

*Aburatsu Harbour—Information with regard to Lights.*

**No. 171 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 460 of 1922), are republished:—

(1) Light established:

**Position.**—On Nagasaki no hana, at a distance of 1.50 cables 278° from the eastern extremity of the point.

Lat. 31° 34' N., long. 131° 24' E. (approx.).

**Abridged description.**—Lt. Occ. ev. 4 sec., 305 ft., vis. 7 m. (U.)

**Characteristics:**

**Character.**—Occulting white every four seconds, thus:

<u>Light,</u> 2 sec.	<u>eclipse,</u> 2 sec.
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**Elevation.**—305 feet (93<sup>m</sup> 0).

**Visibility.**—7 miles, from 205° through west to 025°.

**Power.**—100 candles.

**Structure.**—White hexagonal stone tower, 22 feet (6<sup>m</sup> 7) in height.

**Remarks.**—The light is unwatched.



## PHILIPPINE ISLANDS—ILOILO STRAIT.

*Iloilo, Pilots' Watch Tower—Light discontinued.*

*No. 173 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 465 of 1922), are republished:—

*Position.*—Lat.  $10^{\circ} 42'$  N., long.  $122^{\circ} 34'$  E. (approx.).

*Description.*—A fixed white light.

*Remarks.*—This light, which has been discontinued, is to be expunged from the charts.

*Charts affected.*—No. 2391, Iloilo strait and river, with plan.  
 " 2578, Eastern part of the Sulu or Mindoro sea.  
 " 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1922, No. 1196.  
 Eastern Archipelago Pilot, Part I, 1911, page 332.

*Authority.*—U. S. Hydrographer. (H. 555-22.)

## JAPAN—HOKUSHU ISLAND, EAST COAST.

*Suisho Jima—Shoals southward and eastward of.*

*No. 174 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 470 of 1922), are republished:—

(1) *Position.*—At a distance of 3·80 cables  $159^{\circ}$  from Tobi iso, the 3-ft. high rock on the southern side of Suisho jima.

Lat.  $43^{\circ} 24'$  N., long.  $145^{\circ} 56'$  E. (approx.).

*Depth.*— $5\frac{1}{2}$  fathoms (9<sup>m</sup>6), rock.

(2) *Position.*—At a distance of one cable  $060^{\circ}$  from (1).

*Depth.*—5 fathoms (9<sup>m</sup>1).

*Remarks.*—The 10-fathom contour line in the vicinity is to be amended on the charts to include the above depths.

(3) *Position.*—In Suisho channel, at a distance of 2·53 miles  $337^{\circ}$  from Norikarnushi saki, the south-western extremity of Yuru jima.

Lat.  $43^{\circ} 27'$  N., long.  $145^{\circ} 59'$  E. (approx.).

*Depth.*— $3\frac{1}{2}$  fathoms (6<sup>m</sup>4) coarse sand.

*Remarks.*—The 5-fathom contour line northward of the above position is to be extended on the chart to include this depth.

*Charts affected.*—No. 1268, Plan of Go yo mai channel.

" 507, Go yo mai channel to Nemoro kaikyo &c. (1), (2).

*Publication.*—Japan Pilot, 1914, pages 732, 734.

*Authority.*—Tokyo Notice No. 11 of 1922. (H. 1424-22.)

## JAPAN.

*Sumisu Shima (Smith Island)—Rock reported northward of.*

*No. 175 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 471 of 1922), are republished:—

*Position.*—At a distance of about  $3\frac{1}{2}$  miles northward of Sumisu shima.

Lat.  $31^{\circ} 30' 05''$  N., long.  $140^{\circ} 02' 00''$  E. (approx.).

*Depth.*—4 fathoms (7 $\frac{1}{3}$ ).

*Note.*—The rock is known as "Shira ne" and this name is to be inserted on the charts.

*Charts affected.*—No. 2347, Honshu, Kiusiu and Shikoku, &c.

„ 781, Pacific ocean, north-west sheet.

„ 2459, North-west Pacific ocean, &c.

*Publication.*—Japan Pilot, 1914, page 216.

*Authority.*—Tokyo Notice No. 466 of 1921. (H. 484-22.)

## JAPAN—KII CHANNEL.

*Tachibana Ura—Existence of Rock.*

*No. 176 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 472 of 1922), are republished:—

*Position.*—At a distance of 2 cables  $000^{\circ}$  from Maru shima summit and  $075^{\circ}$  from Yeboshi shima summit.

Lat.  $33^{\circ} 55'$  N., long.  $134^{\circ} 43'$  E. (approx.).

*Depth.*—4 feet (1 $\frac{1}{2}$ ).

*Remarks.*—This rock, which is of small extent, is to be indicated on the charts by the symbol for a rock with a depth of less than 6 feet.

*Chart affected.*—No. 1748, Tachibana ura.

*Publication.*—Japan Pilot, 1914, page 258.

*Authority.*—Tokyo Notice No. 409 of 1921. (H. 7749-21)

## CHINA, SOUTH COAST—HONGKONG ISLAND, NGANCHAU.

*Nganchau am Pai—Correction to Chart No. 3605 with regard to Depth.*

*No. 177 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 473 of 1922), are republished:—

*Former Notice.*—No. 1993 of 1921. (This office No. 7 of 1922.)

*Position.*—At a distance of about  $1\frac{1}{2}$  cables westward from the western end of Nganchau.

Lat.  $22^{\circ} 13'$  N., long.  $114^{\circ} 11'$  E. (approx.).

*Correction.*—The least depth on this rock is  $1\frac{1}{2}$  fathoms (2 $\frac{1}{3}$ ), and not  $2\frac{1}{2}$  fathoms as shown on the chart No. 3605, which was omitted from the list of charts affected by the former Notice. The chart is to be corrected accordingly.

*Chart affected.*—No. 3605, Hongkong to Mirs bay.

*Authority.*—Hydrographic Department. (H. 1246-22.)









